FEBRUARY 1960

Traffic Safety

A NATIONAL SAFETY COUNCIL PUBLICATION

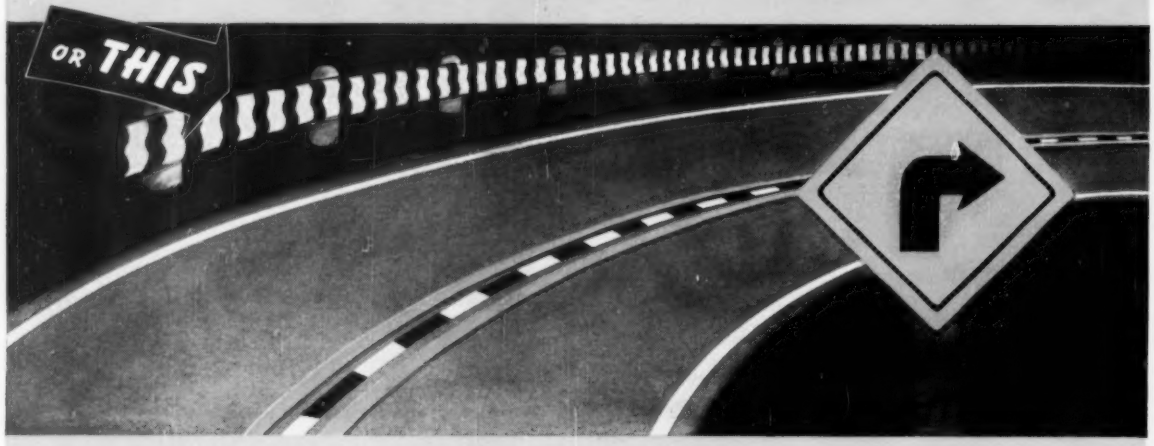
NSC SURVEYS SCOOTER ACCIDENTS

A CITIZEN LOOKS AT TRAFFIC COURTS

WORCESTER TESTS THE DRINKING DRIVER

ACCENT ON ATTITUDES

DO YOUR TRAFFIC SIGNS LOOK LIKE...



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8

Saves Teachers, Saves Time, Saves Lives

Drivotrainer program dedicated to better driver education in schools

Rockwell Manufacturing Company now extends its service to schools by manufacturing and distributing the Aetna Drivotrainer, the classroom driver training aid developed as a public service by the Aetna Casualty and Surety Company. In developing the Drivotrainer, Aetna called upon nationally known educators for assistance and counsel. Working closely with this panel of experts, Aetna invested considerable time, effort and funds in perfecting the Drivotrainer system of driver education. Now, its classroom effectiveness fully documented by responsible educators, the Drivotrainer is in use in schools from coast to coast.

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The Drivotrainer permits students to "drive" through all kinds of situations without ever leaving the classroom—and without risk to life or property. Its three chief advantages to schools are:

Better educational values, because Drivotrainer teaches basic driving skills, develops safe driving attitudes and better driving judgment through exposing the student to more traffic situations than he could experience in a similar period of on-the-road training.

Lower per-pupil costs, because Drivotrainer multiplies the number of students that can be taught, *without* increasing the teaching staff, and greatly reduces the number of hours needed for dual control on-the-road instruction.

Higher level of student proficiency, because Drivotrainer drills students to react instantaneously and *correctly* to emergencies —the real test of driving ability.

It is a source of satisfaction to manufacture a product whose ultimate use can only result in safer living for everyone. For further information on the Drivotrainer and Deferred Sales Plan, write: Rockwell Manufacturing Co., AVM Division, Dept. 407B, Pittsburgh 8, Pa.

◄

Drivotrainer systems similar to the one shown here are in use in schools throughout the country to instruct teen-agers in safe driving. The U.S. Air Force employs the Drivotrainer in the retraining of experienced drivers.

DRIVOTRAINER

another fine product by

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Circle Item No. 3—Reader Service Card

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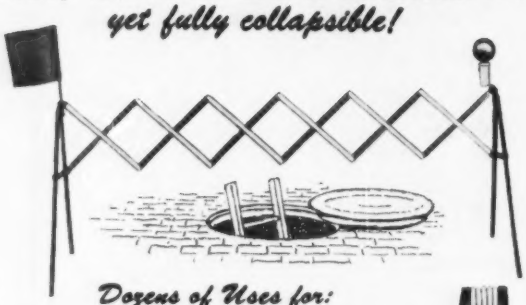

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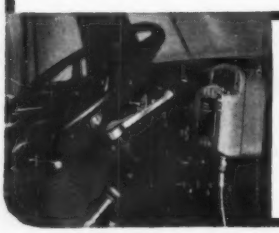

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Circle Item No. 4—Reader Service Card

MAIL BAG

Little Cars

▶ In the November, 1959 issue of your magazine the article, "Little Cars—Big Danger" by Jean Carper was very well written, and illustrated a situation we are very much concerned about.

Our present law prohibits anyone below the age of fifteen (15) years from operating a vehicle on a public highway or street.

However our concern is the prohibition of the homemade vehicle itself from operating on the public highways.

JEAN R. LANE
Chief of Police
Wailuku, Maui, Hawaii

Hypnosis—Pro

▶ I have just finished the article in the December issue of TRAFFIC SAFETY, the title of which is "Let's Stop Talking About Highway Hypnosis"—It's a wonderful article and should be given the widest distribution. Wish you could get reprints out—or have it printed in the Reader's Digest—or other widely distributed magazines. It is a thing that the reader can grasp and do something about—I've fallen asleep twice at the wheel—and I believe I've just practiced auto-suggestion, as the article indicates. Never again—I'll reverse the technique!

B. D. VINCENT
North Hollywood, Calif.

Hypnosis—Con

▶ Your December, 1959 issue of TRAFFIC SAFETY was a most stimulating and worthwhile publication. I found, however, the article "Let's Stop Talking About Highway Hypnosis" puerile in approach.

Unfortunately, your magazine does not have a letters to the editor type of column. [*Ed: We do when we have space.*] I would appreciate, therefore, that you forward the attached letter to Mr. Edwin L. Baron.

Again may I state how worthwhile your publication is. I look forward to each issue. This article by Baron, though, is quite below your usual standards.

JERROLD GLASSMAN
Brooklyn, N. Y.

Traffic Safety

Volume 56 Number 2 February 1960

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TRAFFIC SAFETY is dedicated to the prevention of traffic accidents through the presentation of objective information and responsible opinion to official agencies, public support groups and the motor transportation industry. The views expressed do not necessarily reflect the beliefs or policies of the National Safety Council, but they are presented in the conviction that the pressing social problem of traffic accidents can best be resolved through freedom of expression and open debate.

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IN THIS ISSUE:

Traffic Operations:

Expect '59 Toll Under 38,000 . . . . *by H. Gene Miller* 8
Minor Engineering Changes Pay Off In Michigan 11
A Citizen Looks At Traffic Courts . . *by Erwin D. Canham* 12
What Are the Local Problems? . . . . *by Edwin L. Kirby* 14
Worcester Tests the Drinking Driver . . *by Donald C. Lhotka* 16
When Your Car Stalls (Fact Sheet) 18
Seat Belts Work 20
More Facts on Scooters 22

Public Support:

Ask a Proper Question, Give a Helpful Answer *by Gerald Kaminski* 24
Alberta Pedal Pushers Learn Safety Plus 26
Rural Driving (Fact Sheet) 28

Motor Transportation:

Accent On Attitude . . . . . *by William F. Hufstader* 34
Why Drivers Beef About the Safety Program . *by Edward Deem* 36

Departments

Mail Bag 6
Today's Traffic 9
Test Talk 10
Coming Events 23
Boosters 30
Fleet Posters 32
The Traffic Record 39
The Safety Library 44
New Safety Equipment 45
Safety Products Literature 46
Advertiser's Index 50

BETWEEN STOPS

THREE hundred people were killed in Chicago traffic last year. Admittedly, this is an appalling loss of life, but it is actually three fewer traffic deaths than occurred in Chicago in 1916.

These figures become highly significant when compared with the motor vehicle registration figures for the same years — 1916 registrations, 64,762; last year's, 999,780.

Since 1916, the city's death toll has had its ups and downs. Hitting an all-time high of 986 in 1934, it tapered off to 383 in the war year 1943, but rose to 458 in 1952.

Then an intensive, coordinated accident prevention program was begun. The 1959 statistics tell the success story of that effort.

Here is encouragement for traffic safety workers whose programs are steadily, if less dramatically, accomplishing similar results.

Here, too, is an eloquent answer to the defeatists who talk constantly of lives lost—never of lives saved.

EXPECT '59 TOLL UNDER 38,000

by H. Gene Miller

THE nation's traffic toll for 1959 is estimated by the National Safety Council at between 37,500 and 38,000 deaths and 1.4 million disabling injuries.

The Council's estimate is based on actual figures for the first 11 months of the year and a projection of those figures through December.

The 1958 toll was 36,981 deaths and 1,350,000 disabling injuries.

The fact that the 1959 toll will be fewer than 1,000 deaths above 1958 reflects an improvement in the traffic record that began in August and has continued since, after steady monthly increases in the first seven months of the year had averaged almost 5 per cent.

If the early increases in the toll had not been halted, the 1959 toll would have been almost 40,000.

Motor vehicle deaths in November were down about 1 per cent from November of the previous year. The total was 3,470. November was the fourth consecutive month to show an improvement or no change from the comparable month of 1958.

At the end of 11 months, deaths totaled 34,030, only 650 more than for 11 months of 1958. This is an increase of only 2 per cent; earlier in the year, deaths were running nearly 5 per cent ahead of 1958.

Disabling injuries during the first 11 months of the year are estimated at about 1,250,000. These are injuries resulting in disability beyond the day of the accident and do not include minor injuries which undoubtedly total millions more.

Final 1958
Motor Vehicle Death Total
36,981

The National Office of Vital Statistics has just reported the above figure. Tables on other pages of this magazine still show the estimated total of 37,000 because the final count was received too late to make changes.

Travel figures are not complete for 11 months, but the data available indicate about a 4 per cent rise over 1958. This change, coupled with the smaller 2 per cent increase in deaths, produced a death rate of 5.4 (deaths per 100,000,000 vehicle miles of travel). This was the lowest rate on record for 11 months, and compares with 5.5 for the same months of last year.

In November, states showing decreases outnumbered those with increases 26 to 22 and one showed no change.

For 11 months 17 states showed decreases while 31 had increases and one no change.

Of the 701 reporting cities in November, 137 had decreases in deaths, 421 reported no change, and 143 showed increases. For 11 months, 262 cities had decreases, 159 no change, and 280 increases.

The following cities of more than 200,000 population had fewer deaths for the 11 month period this year:

In November, 488 of the reporting cities had perfect records. Of these, the three largest were: St. Paul, Minn. (313,400); Omaha, Neb. (278,200); and, Worcester, Mass. (202,600).

For 11 months 145 of the cities still had perfect records. Of these the three largest were: Evanston, Ill. (76,200); Dubuque, Iowa (51,300); and Kettering, Ohio (48,500).

The leading cities in each popula-

To Page 39

H. Gene Miller is director of the National Safety Council's research and statistics department.

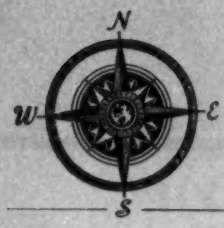
Leading at the End of November

States

Maine	—29%	Delaware	— 3%
Idaho	—21%	Massachusetts	— 2%
Louisiana	—14%	Florida	— 2%
South Dakota	—11%	Nebraska	— 2%
Minnesota	—10%	Pennsylvania	— 1%
Oklahoma	— 6%	Virginia	— 1%
Illinois	— 4%	Alabama	— 1%
Washington	— 4%	Colorado	— *%
Kentucky	— 3%		

Cities

Rochester, N. Y.	—45%	San Diego, Calif.	—12%
Wichita, Kan.	—38%	Boston, Mass.	—10%
Buffalo, N. Y.	—31%	San Antonio, Texas	—10%
Long Beach, Calif.	—29%	New Orleans, La.	— 8%
Norfolk, Va.	—28%	Syracuse, N. Y.	— 8%
Richmond, Va.	—27%	Oakland, Calif.	— 7%
Pittsburgh, Pa.	—25%	Cleveland, Ohio	— 6%
Toledo, Ohio	—20%	Louisville, Ky.	— 6%
Columbus, Ohio	—19%	Akron, Ohio	— 5%
Seattle, Wash.	—16%	Los Angeles, Calif.	— 4%
St. Paul, Minn.	—14%	Baltimore, Md.	— 3%
Providence, R. I.	—14%	Dallas, Texas	— 2%
Minneapolis, Minn.	—13%	Chicago, Ill.	— 1%



Today's Traffic

LOOKING AHEAD

Rules of slope for skiers

An appellate court in Karlsruhe, Germany, has ruled that a 16-year-old "hot rod" skier who injured an older man in a skiing accident last year must pay the equivalent of $1,000 in medical costs and lost time, plus court costs. The skier, the court said, must control his speed at all times within limits which permit him to stop within the clear distance ahead, and must take extra precautions in areas where beginners are practicing and where trails cross.

In case of emergency

Military and trucking industry representatives have signed an agreement outlining a mobilization plan to be used in the event of war or national emergency. The agreement provides for close liaison on national and regional levels.

Now it's "velocititis"

The newest ailment of our high speed age is "velocititis"—a condition arising from sustained high speed. According to Dr. James L. Malfetti, director of the Safety Research Institute at Columbia University, those afflicted with it lose the concept of speed and space so that 60 m.p.h feels like 45, and slowing to 25 for an exit ramp gives the impression that the engine is stalling.

Tighten up on teens

Maine has become the third state to enact legislation requiring teenagers to have successfully completed a state-approved driver education course as a prerequisite to obtaining a driver license at the minimum driving age. The other states with similar laws are Michigan and Connecticut.

Device to reduce fumes

Automobile manufacturers have begun production engineering and tooling on a new device for their 1961 models that will eliminate substantial portions of hydrocarbon emission. The relatively inexpensive device will make it possible to feed crankcase fumes back into the engine to be burned in the cylinders. It will be installed on all domestically built cars produced for sale in California, where air pollution and smog are serious problems.

Just like in Russia

Michigan experienced its worst fall road construction season in recent history last year. Conditions got so bad that at least one enterprising road contractor rented a team of sure-footed oxen and a board scraper to work on a project in the western part of the state.

Test Talk

Takes his own prescription

There's a judge in California who unfailingly upholds the letter of the law come what may. He makes no exceptions to his standard practice of a $200 fine for driving while under the influence. After attending a party the judge had difficulty negotiating a turn with his automobile, so he had himself arrested, signed his own complaint, pleaded guilty to himself, was fined $200, and warned himself not to return before the court on the same charge again.

Admissible as evidence

In October, 1959, the Michigan State Supreme Court decided in the case of the People v. Miller that results of a urinalysis test were admissible as bearing on the issue of the defendant being under the influence of alcohol. Authorities feel this case may overcome the ill effects the Morse case of 1949 (People v. Morse, 325 Mich. 270) had on the use of chemical tests in Michigan.

Governor favors implied consent

Minnesota's Gov. Orville L. Freeman, speaking at a meeting of the Minnesota Safety Council, urged enactment of an implied consent bill in his state. Nine other states have added this provision to their chemical test laws. Governor Freeman considers this provision to be part of the state's "heavy armor in our war against the drinking driver."

No infringement of liberties

The American Civil Liberties Union has released a statement that it finds no objection to the idea of using chemical tests to determine alcoholic influence in persons charged with driving while under the influence.

Qualifications for technicians

At the annual meeting of the National Safety Council's Committee on Alcohol and Drugs in October, the committee heard a subcommittee report on the amount of training necessary for technicians working with chemical tests. The subcommittee recommended that a minimum of 44 hours of training should be requisite for breath test operators. It noted that a college degree is required for those administering tests involving blood, urine, or saliva samples.

Get tough in New York

Gov. Nelson Rockefeller has proposed legislation for New York state which embodies a get tough policy regarding drinking drivers. He proposes to establish a reduction of the limit of alcohol allowable by law for conviction of driving while under the influence. The law now provides for a concentration of 0.15 per cent blood alcohol. The governor proposes to lower this level to 0.10 per cent.

Minor Engineering Changes Pay Off In Michigan

MICHIGAN State Highway Department engineers have proved that there is more than one way to reduce accidents on the state's trunklines.

Through a relatively inexpensive program of minor engineering changes, accidents at 45 trunkline intersections have been reduced 47 per cent, injuries 59 per cent and fatalities 85 per cent. The primary tools used by the department to achieve this great drop in accidents and injuries were blinker lights and oversized curve, directional, speed and stop signs—ranging in cost from $50 to $600.

According to Highway Commissioner John C. Mackie, studies have shown that total accidents at these 45 intersections dropped from 432 to 229, injuries from 375 to 153, and fatalities from 33 to five in a one-year period after the control devices were installed.

He said that red and yellow "blinker" lights, which were installed at 35 of the intersections in conjunction with ordinary stop signs, were particularly effective.

Studies at these intersections showed that the blinker lights were in part responsible for a cut in accidents from 273 to 162, injuries from 270 to 122, and deaths from 28 to five in a one-year period.

"The red flashing signal apparently focuses driver attention on the fact that he must stop, while the yellow blinker light appears to alert drivers approaching intersections at high speeds and increases their ability to react to any traffic hazard that may appear," Mackie said.

Accidents were cut in half and injuries reduced by nearly 80 per cent at the M 59-Romeo Plank road intersection in Macomb county, which from a standpoint of accident severity had been considered one of the worst intersections in the state, by a new type overhead self-illuminating stop sign. This sign was designed by the department's engineers.

In the year before the installation of this overhead sign, there were 19 persons injured and one killed in eight accidents at this intersection. In a one-year period after the sign was installed only four persons were injured in four accidents in spite of a daily traffic increase from 3,110 to 3,270.

At the heavily traveled intersection of U.S.-24 (Telegraph Rd. and Schoolcraft Ave. in urban Wayne County, a second traffic light and a delayed amber signal, which allowed traffic to clear the intersection before the opposing traffic flow started, played a large part in reducing right-angle and rear-end collisions. After the devices were installed, accidents at this intersection fell from 76 to 36 and injuries from 34 to 14.

"These are a few examples of how a particular problem was treated at a high-accident intersection," Mackie said. "Oversize signals and signs have proved just as effective in other high-accident areas."

He said that more and indiscriminate use of regular stop-and-go traffic lights is not the answer in holding down accidents. In fact, contrary to popular belief, stop-and-go lights are not a safety device but are a means of regulating traffic. Studies have shown that stop-and-go lights have increased rear-end collisions as much as 200 per cent at some intersections.

"This type of signal is primarily designed to regulate traffic flow at intersections where stop signs and flasher signals are no longer capable of assuring a sufficient margin of safety to allow either pedestrian or vehicular traffic to cross an opposing line of traffic," Mackie said.

"But stop-and-go lights become necessary when intersection traffic has reached such volumes (a minimum of 750 vehicles per hour for an eight-hour period) that gaps must be created to allow intersecting traffic to move safely across the intersection.

"With this in mind and also considering the many other distractions on the highways, all competing for the driver's attention, the Department's engineers are conducting studies at high-accident locations throughout the state seeking specific answers which will best serve to reduce accidents at these locations."

State and Regional Traffic Court Conferences

February 1-5—Western Regional. University of Southern California. University Park, Los Angeles. Dean Robert Kingsley.

February 8-10—Arizona State. Phoenix, Arizona. Judge Al Flood.

February 15-17—Massachusetts State. Boston College Law School, Brighton, Mass. Dean Robert Drinan, S.J.

March 2-4—Mississippi State. Millsaps College, Jackson, Miss. Cosponsored by University of Mississippi at Oxford. Gene Wilkinson, Esq.

March 7-11—Missouri State. University of St. Louis, St. Louis, Mo. Judge Morris Rosenthal.

March 14-16—Kentucky State. University of Kentucky, Frankfort, Ky. Ray Wragg.

March 28-April 1—Northeastern Regional. Yale Law School, New Haven, Conn. Dean Charles Runyun.

April 18-20—Minnesota State. University of Minnesota, Minneapolis, Minn. Jack Cragun.

April 28-29—North Dakota State. State Bar Association, Bismarck, N. D. Joe McIntee.

June 6-10—Eastern Regional. Fordham University, Bronx, New York. Prof. John Calamari.

A CITIZEN LOOKS AT TRAFFIC COURTS

by Erwin D. Canham

The only contact most people have with the law is in the traffic court. A prominent editor pleads for an upgrading of these courts to give them increased dignity and stature.

ARE all traffic law violators fools, gamblers with life and property, sadists or unthinking masochists? Are they all chronic offenders? All accident repeaters?

It seems not.

It appears that our traffic accident problem-child is not primarily the accident repeater. He is, of course, a serious problem and ought to be kept off the highways, but he accounts for only a small percentage of the accident volume.

The traffic accident problem-child is the average driver—you and I—who gets caught for a hazardous moving violation about once every 10 years. The number of hazardous moving violations for which drivers are *not* caught must be astronomical. Each of us may commit a violation—how often shall I say—once every 10 months—weeks—days—hours? And yet we are caught about once every 10 years.

Not the least of the problems raised by this situation is whether it is wise and healthy to have laws on the statute books or in administrative regulations which are constantly being violated, yet which we seek to enforce whenever possible. I do not see a simple answer to the problem. Should the speed limits be what they are, or the actual figure at which a given policeman will pick us up? Which is the greater deterrent?

Improve the Traffic Courts

All in all, the picture is not very pretty. It is heavily daubed with disrespect for law and smudged with antiquated enforcement practices and political influence.

How are we going to clean up this picture?

One way is to upgrade our traffic courts. That is to say, we ought to give our traffic courts a dignity and stature in keeping with their unique and tremendous responsibility.

It can be effectively affirmed that our traffic courts represent the most important level of the American judiciary. One reason is that far more persons are brought into contact with traffic courts than with all other courts combined.

It is only in traffic courts that most of our people have any occasion to see the law in action and to observe at first hand the actual administration of justice. What they may read or hear about other courts seldom leaves any imprint on their consciousness because it forms no part of their personal experiences.

It would seem to follow that if a traffic court is all most people ever see of our judiciary, that glimpse ought to be a good one: significant, sobering, uplifting.

In all too many instances, the glimpse is anything but good. The fault is ours. Our courts are what we citizens make them.

We provide elaborate and impressive surroundings for our courts of major jurisdiction for the benefit of the relatively few persons who have occasion to visit them. Our traffic courts are virtually left out in the rain.

Dignity Sets Tone

The atmosphere of a state court in the higher brackets, or a federal district court or a court of appeals—state or national—is dignified and solemn.

The flag of the United States is on prominent display. Those in attendance are subdued and respectful.

The court, in the person of the judge himself, enters the room with slow and measured steps. More likely than not, he is wearing a robe.

Many of you must have had the experience of visiting a court in which the judge is a personal acquaintance of long standing. You may know him by his first name. But when he is robed and seated, he is suddenly no longer anyone you lunched with. He is the *court*.

By contrast, it is very easy to find traffic courts convened in rooms of no dignity whatever. Sometimes the room is dirty, dingy and—to quote a distinguished jurist who made a canvass of traffic courts—even smelly.

The flag may be on display, but more than likely it is not. If the judge wears a robe, he is an exception to the general rule. His job is frequently a part-time vocation, so he tries to clear the docket as rapidly as possible.

He has no time to make sure that each person appearing before him understands the need for traffic law enforcement and its purpose. Very often, he is required to act as prosecutor as well as judge.

If he was elected on a partisan political ticket, his political fences may obscure his view of the violator.

It is no wonder that Mr. Average Citizen who violates a traffic regulation in a moment of thoughtlessness or distraction comes out of such a court in a mood of hostility and resentment, together with a feeling that his rights

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Erwin D. Canham is editor of The Christian Science Monitor and president of the Chamber of Commerce of the United States. This article is adapted from a talk given at the Lawyer Layman Conference at Miami Beach.

as the accused were not acknowledged in fact or in spirit.

His respect for law may not have been diminished, but it is certainly not enhanced.

What, then, should our traffic courts be like?

Dedicated Judges Needed

Those who have made exhaustive studies of the situation seem to be substantially agreed on necessary measures to upgrade the traffic court.

It is essential—especially in our larger communities which contribute the bulk of violations—that traffic court judges be members of the bar with specialized training in traffic court matters, or at the very least with a special aptitude for traffic court work.

If the traffic judge is elected, it should be on a nonpartisan basis. He should not have to serve as both judge and prosecutor, and wherever possible, he should be a full-time judge. That calls for adequate compensation for skilled, understanding and dedicated men.

The right training, the right temperament, and the right background behind the bench call for the right kind of prosecutor before the bench. The right atmosphere calls for a clean, dignified room—a display of the flag, a robe for the judge and police officers in uniform.

With the right kind of atmosphere, the chances are strong that a great many more violators than at present would leave the court with a positive desire to obey the law in the future.

Heavy penalties alone will not accomplish this end. Much depends on the demeanor of the prosecutor, especially if the accused is not represented by counsel. Much more depends on what the judge says as he opens court, and what he says individually to those violators who are found guilty.

This is part of truly effective traffic law enforcement, and it seems to have been proved beyond doubt that effective enforcement reduces the number and severity of accidents, saves lives, protects property, and cuts down the staggering bill for lost man-hours due to accidents.

Ideally, everyone charged with moving violations ought to be hailed into court.

Ideally, every community ought to have a full-time traffic court judge, and —ideally—our traffic courts should be integrated into state court systems with uniform procedure.

Another element in an improved system of state courts is predicated on the use of the uniform traffic ticket and complaint which has been developed by the American Bar Association traffic court program.

This traffic citation is sometimes known as the "no-fix" ticket. Wherever the uniform traffic ticket and complaint is in use, it has been demonstrated that it sticks to the violator as if applied with insoluble glue. He can't ease it off with a little political pull at City Hall.

The Massachusetts Safety Council estimates that use of the no-fix ticket system would eliminate 25,000 accidents a year in my home state.

Most of the steps I have suggested would require state legislative action, and the upgrading of traffic courts would—very frankly—cost money.

Like It That Way

It is only realistic to recognize that many communities whose traffic courts have not shifted procedural gears since the Model T Ford are satisfied with things as they are.

Sometimes this satisfaction is based on the tax situation; sometimes it is based on the local political situation.

Politicians are never too anxious to give up a single plum on the political tree. A job as a traffic court judge may be considered a wonderful way to take care of a loyal but aging political hack, or it may be considered a wonderful way to promote the name

To Page 48

WHAT ARE THE LOCAL PROBLEMS?

Answers to inventory question tell what traffic people consider their big difficulties

by Edwin L. Kirby

THE big villain is the driver, mainly because he speeds. He also fails to yield the right of way when he's not busy following too closely, and he sometimes imbibes spirits before getting behind the wheel to show off his discourtesy, aggressiveness, recklessness, and thoughtlessness. He's often ignorant of traffic laws, but when he's not, he disregards them. He also lacks driving skills, and he exercises poor judgment. The only big problem the police have in dealing with him is that police salaries are too low. The pedestrian is not much of a problem.

The vehicle is innocent of any important responsibility in traffic accidents. Traffic laws are adequate, or at least are not a big factor in the traffic accident problem. The same is true of community safety organization. Courts are O.K., too. Traffic engineering is not too bad, but we need more capacity and better signalization and marking.

Where do we get this assessment of local traffic accident problems? From police departments and local safety councils mostly, but also from a number of traffic engineers and civic groups. The surprising thing is that they all see things in about the same way. The situation in big cities and small cities is much the same.

It would be an impossibly big job to go around to nearly 800 cities and ask the local traffic people what their major traffic accident problems were. If you mailed out a special questionnaire, most people would never get around to answering it. But the Annual Inventory of Traffic Safety Activities provides a powerful and reliable means of gathering all sorts of data on traffic and its problems, although such information-gathering is strictly incidental to its main function.

The Un-fixed $64,000 Question

Last year, the report form from the Public Traffic Safety Education section of the Inventory contained a question upon which this article is based.

The question was: "In the judgment of the persons carrying out the public traffic safety education program what are the major traffic accident problems in your community as determined from local accident records and other experience?"

The purpose of the question was to assist in evaluating the reports, but, at the suggestion of NSC's Traffic Conference, it was decided to tabulate the answers and see what persons handling traffic problems at the local level most commonly regard as major problems.

Can We Believe It All?

No. The data have several limitations.

In the first place, some of the responses were based on analysis of accident records; some were not. The answers therefore must be regarded as a mixture of fact and opinion. This is what we asked for and wanted. In some cases the answers are the consensus of several police and safety council officials; in some cases they represent the judgment of the person preparing the report.

Also, problems were reported on several different levels. For example, one respondent might interpret a prevalence of rear-end collisions as being the fault of drivers, while another respondent might look for a more indirect cause, such as engineering and signalization faults.

However, even with these limitations, the data should reflect with considerable accuracy what are regarded as major local traffic accident problems

Edwin L. Kirby is a consultant and editor for the traffic department of the National Safety Council.

Organizations Preparing Reports

	Number	Per Cent
Citizen Safety Organizations	168	22%
Police Department	489	63%
Other (Engineer, Civic Club, etc.)	108	14%
Not Reported or Not Clear	8	1%
Total	773	100%

Cities Reporting

Population	Number of Reports	Per Cent
Over 500,000	22	3%
350 - 500,000	10	1%
200 - 350,000	22	3%
100 - 200,000	56	7%
50 - 100,000	114	15%
25 - 50,000	199	26%
10 - 25,000	350	45%
Total	773	100%

by the people dealing with them. Whether they reflect the magnitude of the problems as they actually are cannot be determined from these data.

Who Are These People?

Over 1,200 cities reported in the 1958 Inventory. Of the Public Traffic Safety Education reports, 775 were complete enough to be used in this tabulation. They contained 3,186 answers, which were categorized and machine-tabulated. Nearly half of the reports were from cities of less than 25,000 population.

The Driver Gets His

The more than 3,000 answers were reduced to categories and sub-categories. Over half the problems concerned the driver. Next came enforcement (25 per cent).

It is not surprising that so little emphasis was placed on the pedestrian (5 per cent), since the majority of reports came from smaller cities, where the pedestrian problem is not so great. A cross-tabulation by size of city showed steadily increasing emphasis on the pedestrian problem as city size increased. Emphasis on enforcement decreased as city size increased.

Smaller cities also place more emphasis on engineering than do large ones.

A cross-tabulation by type of organization responding showed no significant differences in emphasis, even for those items, such as enforcement problems, where you would logically expect prejudice or special emphasis to exist.

And, specifically, of what is the driver accused? High on the list are speeding and failure to yield right of way. Then comes following too closely, drinking and driving, failure to observe signs and signals, improper turns, ignorance of traffic laws, lack of skills, and a host of other faults. Also well up on the list were improper attitudes.

Enforcement Gets Short-Changed

Nearly 800 answers related to the area of enforcement. Of these, nearly all named inadequate salaries and benefits for personnel as the difficulty.

These answers were cross-tabulated according to type of respondent, but safety councils, police departments, and other organizations place about equal emphasis on police salaries. There is little difference according to size of city, too, except that 100 per cent of the enforcement problems reported by the biggest cities concerned salaries.

Capacity We Need

A wide variety of engineering and traffic control problems were reported, but the biggest ones were inadequate street capacity, need for improved signalization and marking, diagonal parking, and poor street lighting. There were no significant differences according to type of organization responding or according to size of city.

Little Problems and No Problems

The pedestrian got off easy. Only 142 answers concerned him. Of these, the majority concerned jaywalking. Only 98 answers mentioned the need for education. This is a little surprising, considering that the driver is considered such a problem.

In view of the frequent complaints about horsepower and vehicle design and in view of the statistics concerning defective vehicles found in inspections, it was somewhat surprising that only 21 of the more than 3,000 answers concerned vehicles.

Is modernization of traffic laws getting enough attention on the local level? The small number (21) of answers in this category indicates not.

Safety organizations also got an insignificant amount of mention.

On The Positive Side

Tabulating and analyzing the problems reported raises more questions than it answers. However, it was obvious from the reports that a great deal of thought and sincere effort went into answering the question. It is encouraging that local traffic people view problems with such objectivity, as shown by similar answers from different types of organizations.

The data, added to other evidence in the area, should help indicate educational and other program needs.

MASTERSON NAMED TO TRUSTEE POST

Charles F. Masterson has been named assistant to the chairman of the trustees of the National Safety Council. Formerly engaged in business management work for the Rumbough Co., Masterson has had extensive experience in fund raising and public relations.

He has been director of the New York City Mission Society, special assistant to President Eisenhower, assistant treasurer of the United States Committee for the United Nations, and director of public relations for Poly Prep of Brooklyn, N. Y.

C. F. Masterson

As staff administrator of the Council's Public Service Fund, Masterson will have the responsibility of carrying out the work of the Council's trustees in obtaining funds from business and industry for the public service work of the Council.

A graduate of Long Island University, Masterson holds M.A. and Ph.D. degrees from Columbia University. Prior to entering public relations and fund raising activities, he was engaged for a number of years in school administration.

WORCESTER TESTS THE DRINKING DRIVER

How Massachusetts city pre-sold public on carefully planned chemical test program—then efficiently put program in operation

by Donald C. Lhotka

ON April 4, 1958, a suspect was brought into police headquarters in Worcester, Mass., charged with drunkenness and operation of a motor vehicle while under the influence of intoxicating liquor, and asked to submit to a breath test.

With this action, Worcester's chemical test program was off the ground. It was a milestone in the city's fight to control the drinking driver—and the culmination of a long and painstaking effort to establish chemical testing procedures.

Actual planning of the program started some six years ago. From the outset officials realized the need for careful planning and the importance of gaining the full cooperation of all who would be concerned with administering the law.

The steps they took might well serve as a how-to-do-it outline for other communities interested in setting up chemical testing programs.

The Worcester testing program was started in 1953. At this time the Worcester County Safety Council purchased a breath testing instrument for measurement of blood alcohol concentrations and presented it to the Worcester Police Department.

Without the legal substantiation of a chemical test law, Worcester found it advisable to proceed with caution in laying the foundation for its program. Considerable time was spent in presenting demonstrations and acquainting the public and city officials with the operation of the testing device.

It is not always necessary to spend as much time in preparation as was spent in this case. Most communities will find that their objective can be reached in a much shorter time. But, each community finds that it faces a variable complexity of problems when starting a test program. This means that each community must handle the problems which arise in the manner best suited to the demands of both the community and the program.

In April, 1957, a public demonstration was held at Holy Cross College in Worcester. In the course of this event four subjects were tested after they had consumed different amounts of intoxicating beverages.

The subjects were given psychophysical tests on a Porto-Clinic, a device which measures reaction time in braking, depth perception, side vision, and visual acuity. The tests were conducted both before and after drinking had taken place. Thus, it was clearly shown to the public that driving abilities were definitely impaired by the ingestion of alcohol.

The next step in the preliminary work of the Worcester program was to secure complete support from the city and court officials. It was agreed that if the city's police officers were trained in the use of the test instrument and chemical testing in general

Donald C. Lhotka is a consultant in NSC's traffic department.

Robert F. Borkenstein, recognized chemical test expert and inventor of one of the major breath testing devices, conducts training session.

the courts might be inclined to accept the results of the tests as evidence in cases of driving while under the influence.

A training period was organized under the direction of Dr. Frank Unger of Clark University, Worcester. He was assisted by Dr. John R. Bergen of the Worcester Foundation for Experimental Biology, Shrewsbury, Mass. Later, when Dr. Unger resigned to take a position with the University of Minnesota, Dr. Bergen replaced him as consultant to the police department on chemical tests.

Robert F. Borkenstein, a recognized expert in chemical testing and inventor of one of the major breath testing devices, also aided in the tests. Borkenstein, then a captain with the Indiana State Police, is now chairman of the department of police administration, Indiana University.

The training involved practice in the use of breath instruments and lectures on the various aspects of testing and the physiological actions of alcohol in the body. The officers obtained more experience by testing individuals brought into the police headquarters and charged with public intoxication. An activity of this sort gives officers the competence with testing devices that is necessary to qualify them to present testimony in a court of law on the operation of the devices.

The chief of police, Michael J. Boyle, announced that beginning on April 1, 1958, "all persons arrested for operating a motor vehicle while under the influence of liquor would be asked to volunteer for a breath test. . ." The Chief also issued a list of instructions to be followed in all DWI cases.

The stage was now set for the real performance, and when the drunk driving suspect was booked on April 4, the show was on.

The suspect volunteered for the test, whereupon his breath was tested. The instrument showed there was a presence of alcohol in the blood to the extent of 0.175 per cent which verified the suspicion that the man was under the influence. Since a concentration of 0.15 and over presumes a person to be under the influence, the man was scheduled for trial.

At the defendant's appearance before Judge Walter D. Allen, Central District Court, Worcester, the sergeants who tested the defendant's breath testified as to the methods and findings of the test. Dr. Ungar was an expert witness at this trial.

In an appeal to the Superior Court, Judge George E. Dewey presided over a jury trial. Dr. Bergen testified as an expert witness for the Commonwealth. In addition, Dr. H. Ward Smith of the Attorney General's Office in Toronto, Canada, and Dr. Clarence W. Muehlberger of Lansing, Mich., also presented expert testimony. The latter two gentlemen are also members of the National Safety Council's Committee on Alcohol and Drugs, and have long been active in the field of chemical tests for alcoholic influence. The jury in this trial returned a verdict of guilty, and although there was a hint of appeal to the State Supreme Court it never materialized.

Chemical testing was now an established procedure in Worcester. The groundwork had been systematically laid, and initial follow-through was meticulous.

The same thoroughness characterizes the entire administration of the program.

Dr. Bergen is informed of all subjects about to be tested. He witnesses the test and appears in court to verify the procedures used and explain chemical testing to the court's satisfaction. He also continues to supervise the training activities for new operators and retraining of old.

As a matter of good policy and standard operating procedure, the breath instrument used by the police department is kept in a locked cabinet at headquarters. Once each month an

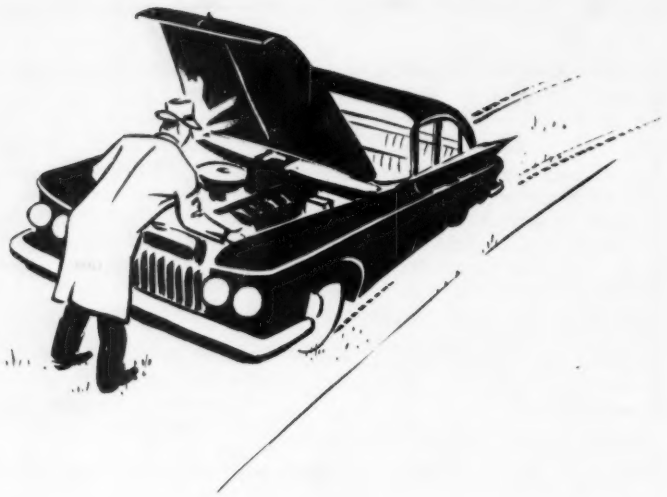
To Page 50

STEP-BY-STEP PROCEDURE

(Instructions issued to Worcester police)

- When a person who is believed to have been operating under the influence of liquor is brought to police headquarters, two (2) sergeants or patrolmen, or a sergeant and a patrolman, who have been trained in the use of chemical tests shall be called into headquarters to conduct a breath test of the subject.
- The sergeants or patrolmen who are there to conduct the test will ask the subject if he is willing to volunteer to give a breath sample for testing purposes.
- If the subject agrees to take a breath test, the fact that he did agree and the result of such test shall be entered on the arrest slip along with the names of the persons making the test and the name of the arresting officer.
- If the subject refuses to submit to the tests, this fact shall be entered on the arrest slip.
- An "Alcohol Influence Report Form" will also be used and shall be signed by the arresting officer and by the persons conducting the breath test.
- When the subject is booked for drunkenness and operating a motor vehicle while under the influence of intoxicating liquor, the arresting officer will appear in court and offer his evidence pertaining to the case in exactly the same manner as has been done in the past.
- The officers who conducted the breath test will follow the arresting officer on the witness stand where they will present their evidence in regard to the test or tests made.

WHEN YOUR CAR STALLS



Some handy tips to help you avoid stalls

How to Avoid Stalls

Most stalls can be prevented if your automobile is checked periodically by an authorized mechanic. Regular inspection and maintenance help you to discover and correct mechanical defects before they become troublesome. A periodic check also helps reduce your driving worries, and increases the pleasure of your motoring. No one who is constantly worried about the condition of his car can really enjoy driving.

Before starting out be sure and check the obvious parts of your automobile first which may cause stalls or delays.

1. Check your gas supply. Never let your gauge show below one-fourth full especially on long turnpike drives where gas stations are often 30 miles apart.

2. Make sure your tires are in good condition. Never drive with smooth tires. Check the tire pressure at the beginning of each day's driving and investigate any drop of pressure. It may save you a flat on the road or a more serious blowout at a high speed. Place your best tires on the front and rotate your tires every 5,000 or 10,000 miles or at least once a year.

3. Check the oil level in the engine crankcase to see that it is up to the proper level marked on the dip stick. Oil makes the engine run smoothly. If your oil supply runs low, it may result in irreparable damage to your motor.

4. Be sure and check your instrument panel every few miles. Dials and warning lights are there to keep you posted on the functioning of vital parts, to forewarn you of any impending trouble, and help you get the most out of your car. Cultivate the habit of glancing at the instruments regularly and soon it will become second nature with you.

If your car is used daily, set aside a portion of each weekend, or other convenient day, for the following carkeeping duties. The more frequently you take care of your car, the better it will operate.

1. Inspect the air cleaner filter screen. If it appears dirty, make a note to have it flushed on your next trip to the service station.

2. Carefully wipe all traces of dust from the porcelain insulators on spark plugs. Dirt on these insulators collects dampness, short circuits the spark plugs, and results in temperamental engine performance. To be sure the spark plugs themselves are in working order, pull off the wire from one spark plug. Make sure a fat spark jumps from wire to engine—if no spark or if it is a very weak one, you may be heading for a stall. Have your ignition system checked as soon as possible.

3. Check your fan belt and be sure it is in A-1 condition. The fan belt does far more than turn the fan—it operates the water pump which is the heart of the cooling system, turns the generator and provides the power for power steering. Check for tension in the belt when motor is stopped by pressing your thumb against the belt between the fan and generator pulleys. Proper tension should permit only a half-inch deflection of the belt.

4. Inspect every cell in your storage battery for correct water level. The water should be a minimum of a half inch above the plates. Add only distilled water. The battery is most important for it is the heart of your motor and should be inspected often, especially during the winter.

5. Make sure your radiator has plenty of water and during the winter contains an adequate amount of antifreeze. See that the water hose is on tight and has no holes. If there are loose ends or it has holes in it your coolant will soon leak out and your engine will quickly overheat. The radiator should be flushed once or twice

a year which helps clean it of sediment. But, if your radiator is a "leaker" or shows signs of becoming one, do not flush. See your radiator repairman. NEVER pour cold water into a hot engine block.

6. Check all lamps for burned out bulbs. Replace any faulty ones before driving at night. Check your wiring and make sure fuses are in good condition. Always carry extra fuses in your car and have your mechanic show you how to put them in.

7. Check the foot brakes. Sit in driving position after you have slipped a two-inch block of wood between the brake pedal and the floor boards. Do not pump the brakes before making test. This would distort the results. Put your foot on the pedal and, on the first stroke, attempt to push the pedal down against the block. If the pedal can be forced to strike the block, your brakes require attention.

What To Do If Your Car Stalls

If you do find your car stalled or on the verge of stalling try to localize the trouble. It may be due to an obvious oversight. Check the following.

1. Look at your gas gauge. You may suddenly find you are running out of gas. If so adjust your speed to approximately 25 m.p.h. Keep your accelerator steady; keep in high gear if possible; avoid abrupt, jerky acceleration; take advantage of momentum —hills, grades, etc.—by releasing the gas pedal. If you find the car actually is out of gas, pull as far off the road as possible.

2. Look at your dashboard temperature gauge regularly especially in the springtime and while driving in the mountains. If the needle moves out of the safety area, drive off the road at the first opportunity and park in the shade if possible, turn off the ignition and raise the hood. Don't unscrew the radiator cap; boiling water may spout out and scald you. After the radiator has cooled, unscrew the cap and find out how much water you have. If water is low, drive slowly, stopping frequently for cooling, to the nearest water source.

3. One not uncommon night-time troublemaker for drivers is failure of the electrical system. If your lights suddenly go out while you're driving, don't panic. Hold the steering wheel firmly so you won't veer into the opposite lane where it could be a serious hazard to oncoming traffic. Then guide your car off the highway toward the shoulder and find a flashlight immediately and shine it in the direction of following traffic in your lane as a warning. Generally such a failure is caused either by a blown fuse or loose battery cable. Locate the fuses, which are usually under the dashboard or under the hood in the vicinity of the battery or generator. If a blown fuse does not seem to be the cause of your electrical failure, check the battery cables. If they appear to be loose tighten them around the terminal. Sometimes corrosion forms on the terminal ends and it is necessary to scrape some of the corroded material off before you get a proper connection. By doing this your electrical power should return.

If the stall is due to some mechanical failure one of the following may be the cause.

Flooding

Many times stalls are caused by engine flooding. If repeated use of the starter brings only a strong gasoline smell, the engine may be overchoked. Check your car manual for the proper procedure for starting when the engine is flooded. If this doesn't work wait a few minutes and then try again. In case of persistent flooding and stalling check to see if the butterfly valve in the carburetor is stuck. A backfire can slam it shut so hard that it sticks, or an over-tightened air-cleaner clamp may deform the throat enough to jam it. It should move easily. If stuck take one finger and push on one side. This should loosen it.

Wet Ignition

If you are driving an older car during a heavy downpour, splashing through a deep puddle, or even parked in a damp location your ignition may become short-circuited. If so, use a dry cloth, carefully wipe off the distributor cap, wires, spark plugs and ignition coil. If the engine is hot, wait, for it may dry itself.

Dirty Carburetor

If your engine has begun to sputter you may have dirt or water in your carburetor. To remedy this remove the air cleaner and try cupping your hand over the carburetor throat while someone operates the starter. This draws heavily on fuel in the float chamber and may dislodge a clogging speck of dirt, or suck water from the float chamber.

Broken Fan Belt

If you hear a snappity-snap-snap sound coming from under the hood it is probably a broken fan belt. Stop, pull off the road and try to get help. If no help is handy, drive slowly to the nearest service station. Check temperature gauge frequently. If car starts overheating, stop until it's cooled off before proceeding. Check water supply after belt has been replaced, and when motor has cooled, refill to proper level if necessary.

Always carry with you the following items. They may mean the difference between being stranded for several hours or driving off in a few minutes.

1. Screw driver, about eight inches long.

2. Set of five small open-end wrenches, sizes $\frac{3}{8}$ to $\frac{5}{8}$ inches.

3. Flashlight or emergency work lamp that fits into the cigarette lighter socket in dashboard.

4. Jack, preferably one with a wide, firm base.

5. Roll of electrical tape in case of loose or broken wires.

6. Jackknife.

7. Extra light bulbs and fuses are a must for night driving.

8. Tire chains for winter driving. You may prefer snow tires for winter, but you still should carry reinforced tire chains for the more severe conditions which can and will develop from time to time.

9. A spare fan belt even if yours is in A-1 condition.

10. A first aid kit. Be sure the contents are not stale or dried out.

Safety Precautions While Stopped

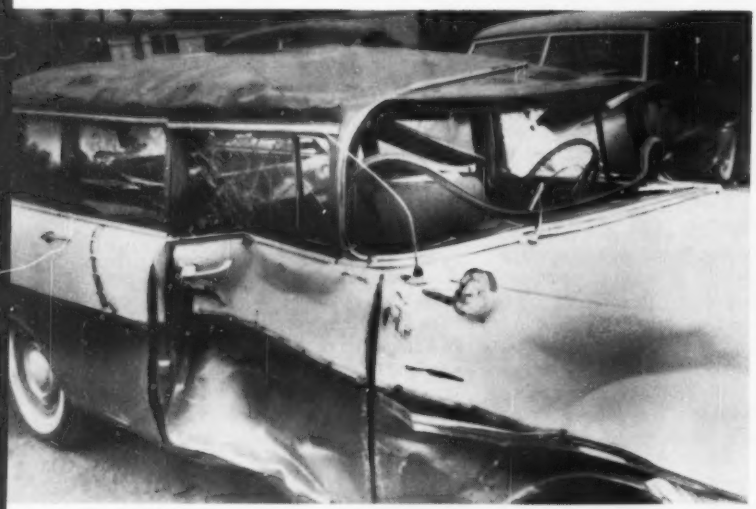
If you find yourself stalling pull completely off the road and if possible on to a firm spot on the shoulder. On a thoroughfare or turnpike with paved shoulders pull off immediately and slow down on the shoulder. On roads with unpaved or soft shoulders, signal a right turn, slow and pull off.

At night, keep your lights on and dimmed. Make sure you do not obscure your tail lights while working on the car. If lights are out have an adult passenger wave a light white cloth or newspaper at other cars or pump your brakes to flash your stop lights. If you have flares they should be placed about 50 to 100 yards in back of your car.

Don't leave your car unless absolutely necessary. If you find you have to, make sure all doors are locked.

Seat belts save lives! That fact is getting better known through reports in the nation's press—reports such as the one about the Pennsylvania driver who lost control on a slippery road. His car (left) hit a tree and was cut in half. Because he was wearing a seat belt, he escaped with only a minor cut over one eye.

Seat Belts Work



This station wagon, with five passengers, was struck by a car, rolled over twice and flipped around. The passengers, all wearing seat belts, suffered only minor cuts and bruises. The driver of the car below wore a seat belt and survived.

In January, 1958, Roy Campanella, star catcher of the Los Angeles Dodgers, skidded on a wet pavement at a speed of 30 m.p.h. and hit a pole. Campy was wedged under the dashboard. His injuries left him permanently paralyzed from the shoulders down. Note the minor damage done to the vehicle itself.

The Roy Campanella Story

One year later Campy was again in an auto accident. This time he was wearing a seat belt and although the speed in this case was at least 40 m.p.h., he was uninjured. Three other passengers in the car with him, who were not wearing seat belts, were all hospitalized. Compare the serious car damage here with that above.

Two California Highway Patrolmen in pursuit of a lawbreaker ran their car off the road to avoid hitting an innocent driver. Both of them stepped out of this total wreck completely uninjured. They both wore seat belts—as do all California troopers.

The saddest story of all is the story of what might have been. The woman driving this car had seat belts in the car, but they were lying on the seat, unfastened, when a "minor" collision threw her out of the car. The other car ran over her and killed her.

People in the News

▸ James R. Barrett, Albany, N. Y., has been elected president of the Association of State and Provincial Safety Coordinators. He is chief of the police and traffic safety bureau of the New York State Division of Safety.

Other officers elected at the recent annual meeting in Chicago are: Lt. Neil Boyd, safety director, Wyoming Highway Patrol, Cheyenne, first vice president; Robert A. Campbell, coordinator, Illinois Division of Traffic Safety, Springfield, second vice president, and Capt. Robert B. King, head of the traffic safety division, Virginia State Police, Richmond, secretary-treasurer. The officers were elected for a one-year term.

▸ E. J. Thomas, chairman of the board, Goodyear Tire & Rubber Co., has been elected vice chairman of the Automotive Safety Foundation. He succeeds L. R. Jackson, vice chairman, Firestone Tire & Rubber Co.

▸ Thomas C. Morrill, vice president, State Farm Mutual Automobile Insurance Co., Bloomington, Ill., has been elected chairman of the board of governors of the Insurance Institute for Highway Safety. He succeeds Guy E. Mann, senior vice president of Aetna Casualty and Surety Co., Hartford, Conn.

▸ D. M. Statton has been appointed commissioner of the Iowa Department of Public Safety, succeeding Russell I. Brown. Statton was formerly county attorney of Boone.

▸ David A. Bryan of Missouri has been elected president of the American Association of Motor Vehicle Administrators. He is supervisor of motor vehicle registration, Missouri Department of Revenue.

▸ Robert Fraker has resigned as manager of the Greater Saginaw Safety Council to accept a position with a building and loan organization.

▸ Phil Dykstra, a member of the National Safety Council's home safety staff for four years, has been named director of the Council's home safety department. Before joining the Council, he was a health education consultant with the Wisconsin State Board of Health for five years and director of the health education division for two years.

MORE FACTS ON SCOOTERS

A SPECIAL study by the National Safety Council has turned up some previously unavailable facts about the nature and scope of motor scooter accidents.

The study revealed that more than 100 persons were killed and more than 4,000 injured in motor scooter accidents during 1958. Since little information is available on the injuries, the study concentrated on circumstances surrounding 98 fatal accidents reported by 42 states.

Here are some facts on fatal motor scooter accidents uncovered by the study:

Victims ranged in age from 9 to 79.

The largest number of deaths happened to 15 year olds.

More than one-third (35 per cent) of the victims were under 16.

Seven out of 10 victims were 25 years or under.

In the under-16 group, 74 per cent of the accidents happened in rural areas. In the over-16 group, 47 per cent happened in rural areas.

The No. 1 type of accident was the motor scooter-motor vehicle collision. In 36 accidents the motor vehicle struck the motor scooter. In 27, the motor scooter struck the vehicle.

More than half (55) of the accidents happened in rural areas, 33 on open roads. Thirty-six of these 55 were collisions with motor vehicles, most when the motor vehicle struck the scooter.

Of the 43 accidents in urban areas, 27 were collisions with motor vehicles, 17 resulting when the scooter ran into the motor vehicle.

Four out of five accidents happened during the June-November period.

Sixty-one per cent of the accidents happened in daylight, 35 per cent during darkness and 4 per cent during dawn or dusk. As expected, a larger percentage happened after dark during fall and winter.

Four out of five accidents happened in the p.m. hours. The peak was between 6 and 7 o'clock.

Half the accidents happened between 3 and 9 p.m.

Motor scooter operators were violating a law in seven out of 10 of the accidents. The most frequent violation was "Did not have right-of-way," with "excessive speed" and "improper turning" next in that order.

Other violations were disregarding stop signs and signals, riding on the wrong side of road, improper passing, following too closely and failing to signal or giving an improper signal.

Nature of Accident, by Location

Nature of Accident	Total	Location of Accident	
		Urban	Rural
Collision with Motor Vehicle	63	27	36
Motor Vehicle struck Motor Scooter	36	10	26
Motor Scooter struck Motor Vehicle	27	17	10
Collision of M. S. with:			
Pedestrian	5	5	
Railroad Train	2	2	
Fixed Object	7	1	6
Other Collision	2		2
Overturned in Roadway	5	2	3
Ran-off-Roadway	5	2	3
Other non-collision	2		2
Not stated	7	4	3
Total	98	43	55

COMING EVENTS

Feb. 23-25, Urbana, Ill.

Forty-sixth Annual Illinois Highway Engineering Conference. Contact John W. Hutchinson, 304 Civil Engineering Hall, Urbana, Ill.

Feb. 25-26, Urbana, Ill.

Twelfth Annual Illinois Traffic Engineering Conference. Contact John E. Baerwald, 401 Civil Engineering Hall, Urbana, Ill.

March 6-8, Jacksonville, Fla.

Southern Safety Conference and Exposition (Robert Meyer and George Washington Hotels). Contact W. L. Groth, executive director, P. O. Box 8927, Richmond 25, Va.

March 9-10, Philadelphia, Pa.

Twenty-sixth annual Regional Safety and Fire Conference and Exhibit (Bellevue-Stratford Hotel). Contact Harry H. Verdier, executive director, Safety Council, Chamber of Commerce of Greater Philadelphia, 121 S. Broad St., Philadelphia 7, Pa.

March 15-16, Fort Wayne, Ind.

1960 Northeastern Indiana Safety Conference and Exhibit. Contact Ivan A. Martin, manager, Safety Council, Chamber of Commerce, Fort Wayne, Ind.

March 16-18, St. Louis, Mo.

1960 Central States Safety Conference (Chase Hotel). Contact Wm. F. Yorger, Managing Director, Safety Council of Greater St. Louis, 722 Chestnut St., St. Louis 1, Mo.

March 21-22, Boston, Mass.

Thirty-ninth annual Massachusetts Safety Conference and Exhibit (Hotel Statler Hilton). Contact Bert Harmon, manager, Massachusetts Safety Council, 54 Devonshire St., Boston 9, Mass.

March 23-25, Corvallis, Ore.

Northwest Highway Engineering Conference (Oregon State College). Contact Martin P. Coopey, Professor of Highway Engineering, Apperson Hall, Oregon State College, Corvallis, Ore.

March 27-30, Dallas, Tex.

Annual Texas Safety Conference (Adolphus Hotel). Contact J. O. Musick, general manager, Texas Safety Association, Inc., 830 Littlefield Bldg., Austin, Tex.

March 29-30, Oakland, Calif.

Congress of the Eastbay Safety Council (Hotel Claremont). Contact Clinton W. Dreyer, Eastbay Chapter, National Safety Council, 1322 Webster St., Oakland 12, Calif.

ON one day each year, school children replace mounted police who control pedestrian crossings at busy street intersections in Sydney, Australia, during the luncheon period.

The occasion marks the opening of the Sydney Junior Chamber of Commerce Road Courtesy Week. The object of this juvenile operation is to emphasize the importance of road safety training, and the discipline of school safety patrols.

The children participating are members of winning teams which have competed for the annual trophy, presented by the Lord Mayor of Sydney.

The picture shows Lin Jeffrey, age 11, a schoolboy traffic patrol leader, receiving congratulations from M. Chaseling (1), New South Wales police traffic superintendent, and Sgt. G. Evans of the police school lecturing squad.

Everyone Wins this Quiz

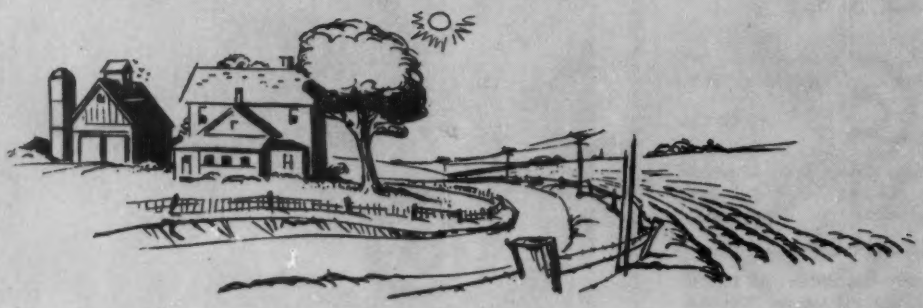
In an effort to help reduce the rising toll of highway accidents, Shell Oil Co. is testing a new quiz-type safety advertising campaign.

Based on a similar campaign conducted by Shell in 1956, the quiz-type ads are designed to promote safe driving by challenging the skill of readers in perceiving dangerous traffic situations.

H. L. Curtis, public relations vice president, said that the new campaign continues the approach of Shell's first safety ads—stressing ideas designed to improve driving techniques rather than scare-type pictures or slogans.

The original series of ads were aimed at both physical and mental problems of driving. Each ad was a test the reader took in order to rate himself as a driver.

Ask a proper question,



RURAL highway accidents continue to be a serious problem. Just what is being done about them?

"In 1958, accidents took the lives of 12,000 farm residents," says James G. Patton, president of the National Farmers Union. "Another one million were injured. Almost half the total killed died in automobile accidents. We just cannot afford this needless waste of human life year after year.

"Safety activities in rural areas have lagged far behind the safety programs of large metropolitan areas. But we believe that a concerted safety effort can reduce accidents and save lives."

A Good Beginning

To suit the action to the word, the Farmers Union has initiated a nationwide rural traffic safety campaign among its members. The campaign is modeled on the Action Program of the President's Committee for Traffic Safety.

To get the program under way, the Farmers Union published a program guide booklet which was distributed to its local membership. "Every Local," the booklet urges, "has a stake in developing a safety program of its own. Reducing traffic accidents in the community depends largely upon you and other public-spirited citizens, working together with public officials to make highways safe. To do this we must have first accurate information. Before we begin, we must know what traffic safety work is now being carried on by government agencies and private groups, how effective they are and what additional steps need to be taken."

Get the Facts

"What can we do?" To find the answer to that question, members of the Farmers Union are asking a whole bunch of other questions. They are asking questions of police officials, traffic court personnel and highway and traffic engineers. They are asking questions about local conditions and making comparisons with the recommendations of the President's Committee for Traffic Safety.

Their action programs will focus on the areas in which local conditions show a need for improvement. In some communities, Farmers Union projects will focus on public education for safety. In other communities, vehicle checks, driver education, legislation, traffic courts, enforcement or engineering will benefit from the public support leadership of organized farmers.

WHILE the Farmers Union members are asking questions, 4-H clubs all over the nation are giving helpful answers to thousands of members.

The question answering is part of the 4-H Automotive Project program, a double edged educational approach to developing proper attitudes among teen-age drivers which encourages young people to learn and practice safety rules and to take precautions to see that vehicles are in safe operating condition.

Now a national effort, the 4-H Automotive Projects began back in 1957 with a small number of pilot

give a helpful answer

Question asking is a necessary beginning to any public support traffic program. It often takes a lot of questions directed at many different people to answer the first big question, "What is it that most needs to be done?" The final answer to that question is what should spark any local traffic program. Two groups influential in rural America are conducting traffic safety programs. One program, sponsored by the Farmers Union, is still in the question asking stage. The other, sponsored by the 4-H Clubs of America, is giving an answer to the problem of making young drivers good drivers.

AN ACTION PROGRAM FEATURE

by Gerald Kaminski

programs spotted around the country. The success of the idea was apparent from the very beginning.

A typical example of the kind of results 4-H is getting can be seen in Fremont, Ohio.

John Notheis, a local auto dealer and garage owner who served as project advisor, recalls the enthusiasm with which his Road Hawks went through the 10 lessons of the first year 4-H Automotive Project.

"We started with 21 boys in January of '59, and 20 completed the project," he states proudly. "We met once a week for three months, and during that time only one boy missed one meeting."

Notheis provided a meeting room for his club in the upper story of his garage. "We stressed auto care and safety," he explains. "I think that's what's needed. We don't try to make master mechanics out of the boys. Too many people are pretty sloppy about caring for their automobiles. You should see some of the cars they bring in here." He motioned out across his garage floor where hoods were up and mechanics busy. On occasion, that same garage floor has served as a laboratory where the Road Hawks could see what makes an engine run.

Got Outside Help

Besides holding their own discussions on auto care and safety, Notheis' club heard several outside speakers, including a state highway patrolman who talked on safety, an insurance man who discussed auto insurance, and an auto dealer who presented information on car cost, depreciation, upkeep and records.

At the end of the project the boys toured an automobile assembly plant in Lorain, Ohio.

What in the project impressed the boys most? "I think it was all the road hazards a driver must look for," comments club president Gary Fought of Lindsey, Ohio. "I think I'm a safer driver now, at least I hope so."

In Ohio, 4-H agent Thomas J. McDonough solved his problem of getting competent advisors for the automotive projects by working through automobile dealers. He asked the president of the Sandusky County Automobile Dealers Association for permission to speak to the group. At a breakfast meeting he explained the project to about 12 dealers.

At least one was skeptical.

"What are you trying to do, make alley mechanics out of our boys?" he asked.

"That certainly isn't the intent," McDonough replied. The 4-H program isn't designed to turn out tinkerers in any phase of work. After McDonough's talk, three dealers volunteered on the spot to serve as advisors.

Getting 4-H members interested in the new project required a different approach. McDonough wrote letters to all boys over 15 years of age who had been in 4-H asking them if they would be interested in such a project. Then he asked Clarence R. Cooper, principal of the Freemont Ross high school, for a chance to talk with a class of high school boys about the project.

Alberta Pedal Pushers Learn Safety Plus

Healthy competition is the secret of Alberta's success in teaching youngsters a proper respect for the dangers of riding a bike in traffic. Here's a look at how one city in the province made the program pay off in improved bicycle behavior.

LAST JUNE in Edmonton, Canada, Ronnie Benedictson put his bicycle through some rigorous tests while three judges watched from the sidelines.

He rode down a three-foot wide lane at a snail's pace without wobbling out of the boundaries. He maneuvered serpent fashion in and out between obstacles four and a half feet apart. He stuck to a painted figure eight without going off or dropping his feet to the ground. He demonstrated turns, signaling and dismounting.

Tough? Absolutely. But Ronnie performed with the delicate control of a high wire rider. The judges were impressed. They gave him 131 points out of a possible 150, making him champion cyclist of the annual roadeo for Pedal Pusher Clubs.

Ronnie was understandably thrilled. He had won the crown over 2,775 youngsters, all of whom had spent many hours practicing the tricky bicycle exercises under the critical eyes of instructors. The kids had done it during Pedal Pusher Club meetings, after school, or on Saturdays.

What are these clubs that can command the time of fickle-minded youngsters? The clubs, of course, are fun and exciting, to kids. But behind them is a diamond clear purpose. They are Edmonton's way of making sure kids on bicycles can take care of themselves in busy city traffic. The clubs are also insurance for tomorrow. Safety leaders believe that a child will eventually drive a car the way he does a bicycle.

A Local Effort

The clubs, which have become phenomenally popular during the last few years, are organized by local safety councils and operate through Home and School Associations and Community Leagues. The clubs have sprouted up over the province of Alberta. All along the streets and roads in the province you can spot bicycles bearing the bright yellow sign: "Junior Pedal Pusher Clubs—skilled rider."

The clubs were the brainstorm of the Alberta Province Safety Council. The council dreamed up Pedal Pusher Clubs and put out a kit to help community groups form clubs. The kids, their parents and community leaders all went for the idea. Edmonton alone last year boasted 34 clubs with 2,776 children. One year, the city's enrollment nearly hit 4,000.

Steve Chahley, safety chairman of the city's Federation of Community Leagues is credited with making the clubs a success in Edmonton. When he first saw the Pedal Pusher Club kit, he decided it was a natural project for Community Leagues. It wasn't long before he got other people, including Home and School Associations into the act.

Training Sessions

Every January the local safety council asks both these organizations to send representatives to a planning meeting. Most of those attending are fathers who will eventually take over as instructors in the clubs. Each pop is trained thoroughly in pedal pushing safety and techniques for teaching. If he lasts through the strenuous sessions he is graduated with a Pedal Pusher Club kit, including an instructor's booklet outlining each of the seven lessons.

Young pedal pushers are recruited through elementary schools. Each year principals survey their schools to find out who has bicycles. The bike owners are invited to join the clubs in their areas. Originally the clubs were intended for fourth, fifth and sixth graders, but the age limit has dropped as more of the younger set takes to the handle bars.

Two instructors are usually required for each 25 children. The clubs can meet anywhere from once to three times a week as long as they complete all lessons. Part of the time is devoted to safety, such as rules in turning, stopping, dismounting and courtesy. The remainder is given to bicycle riding drills (held in an auditorium) to develop control badly needed in traffic, especially in emergencies. Instructors also periodically check each bicycle to be sure it is in good condition and has necessary safety equipment.

At the end of seven lessons, any child who can ride reasonably well and has attended five sessions receives a "Skilled Rider" certificate and is eligible for a "Skilled Rider" metal plate for his bike. Exceptionally good riders (usually four out of 25) are awarded "Master Rider" certificates.

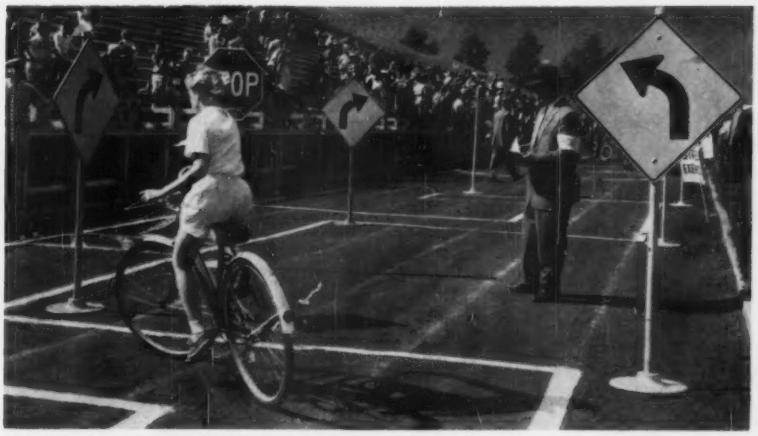
The Main Event

In June comes the climax—the parade and roadeo, a test of skill. All Pedal Pusher members are invited to dress up their bikes in colorful crepe paper and ride as a group through city streets. Only one master rider is chosen from each club to compete in the roadeo.

Merchants chip in prizes for the winners. For example, last year's champion, Ronnie Benedictson, was given a trophy and $10 by the Edmonton Bicycle and Shopping Goods Dealers' Associations. Prizes are also given for the best decorated bike and the group that rides best together.

Results of the program in Edmonton are evident. According to Steve Chahley, "Every year bicycle behavior gets better. You can tell the difference between kids who have had training and those that haven't."

No one knows what will happen when these kids switch from pedals to gasoline motors. But all Edmonton is predicting they'll be able to tell the difference there too.



Roadeo events include negotiating a difficult traffic obstacle course.

Ability to guide bike through series of tight maneuvers is also judged.

The champ, Mr. Big of bike riders, leads the parade through Edmonton.

Driving in the city,

or in the mountains,

or on super highways

all require some

special precautions.

The same is true for . . .

RURAL DRIVING

DRIVING on a country road is like exploring the unknown. Unexpected obstacles keep popping up at you and you never know what you'll find around the next turn. It could be a two-foot chuckhole, a slow-moving tractor, or a flock of chickens.

If you are used to cruising at 60 m.p.h. along slick, well-charted highways, these rural road hazards may throw you into a tizzy. Even if you habitually use country roads, you may become over confident and forget to watch for the unexpected.

There's only one way to drive a country road—as if you were blazing a new trail. Progress slowly. Look out for hazards. Expect anything. Remember, you're on your own.

Here are some hazards to beware:

—Rough, sometimes rugged, roads

▸ If you hit a gravel road, slow down. Keep your tires in the well worn grooves. If you meet a car, reduce speed and pull over until it passes. Don't veer suddenly into loose gravel piles; you'll skid.

Fast driving on a gravel road can fling loose gravel against your car, damaging the car finish or windshield.

▸ Take it easy on a dirt road. During dry summer months dust gathers on dirt roads and may obstruct your vision. Slow down, keep to the right and turn your lights on *low*. Bright lights only cause a blinding reflection.

If the dust is so thick you can't see, pull off the road as far as possible and stop. Turn your lights on and wait for the dust to settle.

If you are traveling behind a car that kicks up dust, slow down until the car gets far enough ahead so it doesn't bother you. Never try to pass if dust blocks your vision.

▸ Country black top roads can be treacherous. Since black top isn't replaced often, you'll more than likely find holes and bumps in the road. Hit one of these at high speed and you can land in a ditch.

Or you may encounter loose gravel on black tops, especially at curves. If you're traveling fast you could slide off the road or into another car.

If the road is wet, drive slowly. Long years of use "polishes" road surfaces, makes them even more slippery when wet.

—Unmarked curves

On country roads you won't find signs marking dangerous curves. Therefore, always stick to the right side of the road. You never know how sharp the curve is or what may be coming around the other side.

—Hills

When you approach a hill, slow down, keep to the right and honk your horn. This will warn anyone who may be approaching in the middle of the road.

—Farm houses

The houses themselves won't cause you trouble—but where there's a house there's a driveway, although you may not see it. And a farm vehicle may spurt from that driveway into your path or turn in front of you into the driveway. Whenever you spot a farmhouse, automatically slow up and keep a look out for driveways.

If you enter a rural road from a driveway, make a full stop about 10 feet from the road and look both ways. When the road is clear, turn onto the road, keeping as far to the right as possible.

When leaving the road, signal at least 100 feet in advance. This gives you and any driver behind you plenty of distance to slow down gradually. When turning, stay on the right side of the road. Don't swing to the left.

—Bridges

Most rural bridges are one lane and not in the best condition. Slow down when you approach a bridge and make sure no one is crossing from the other side. If you see an approaching car, pull back and to the right, giving it sufficient room to get off the bridge.

In cold weather, always beware of ice on bridges, even though the roadway is ice-free. Even a little water on a bridge will freeze—and long before water on roadways.

—Intersections

Few country roads have stop signs. Even these may be covered by overgrown weeds. Consequently, you're on your own. Come to a dead stop at all country intersections and be sure no one is coming before you proceed. Oncoming vehicles are often hard to spot because of trees, brush or crops.

—County lines

Road surfaces may change abruptly as you pass between counties and townships. Each county and township keeps up its roads according to its inclination and budget. Consequently you may suddenly switch from a smooth road to a rough one. If you're driving fast you could lose control of your car. So keep an eye open for signs indicating a change of county.

—Farm vehicles

Tractors, horses, wagons, moving at a snail's pace may appear far away, but you're often upon them before you realize it. If you're going 55 m.p.h. it takes you 243 feet to come to a complete stop. If you can't stop in time you may smash into the vehicle or swerve off the road to avoid it. The instant you see farm vehicles put on the brakes, let the farmer pull off onto the shoulder, then pass cautiously.

—School buses

When a school bus stops, you stop, regardless of whether you're meeting or overtaking the bus. Stay far enough behind or in front of the bus to see students getting on, off or crossing the road. Pass the bus only after it is in motion again.

—Pedestrians and bicyclists

Keep a sharp lookout for these hazards, especially around rural schools. Be extra careful also at the edges of small towns where children may play.

—Animals

Car-chasing dogs can dash from the yard and in front of your car before you know it. Stay calm and keep control of your car at all costs.

In many parts of the country, unfenced farm animals wander freely, crossing roads as they please. They cause many accidents, especially at night when they are difficult for a driver to see. Deer are special menaces. Each year more than 80,000 deer are killed by automobiles.

Always heed "Danger—Deer Crossing" signs. If you come upon deer or other animals at night, dim your headlights and blow your horn. Bright lights blind a deer; dim ones allow it time to decide which way to flee from the road.

When on country roads smart drivers never park—

. . . on the roadway

. . . near or on a bridge

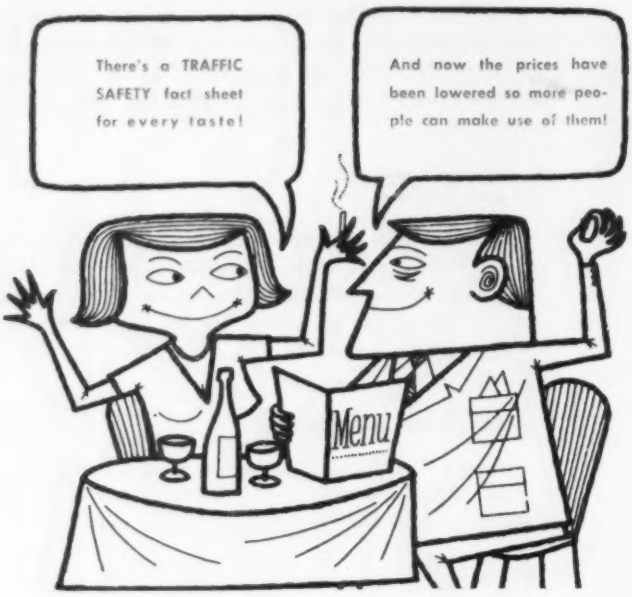
. . . in a narrow, overgrown farm driveway

. . . near or on a curve

(Reprints of this Fact Sheet are available. See page 30.)

BOOSTERS

USE THESE AIDS . . .


There's a TRAFFIC SAFETY fact sheet for every taste!
And now the prices have been lowered so more people can make use of them!
Menu

Boat Trailers (329.96-2)
Driver Improvement Schools (329.96-3)
Traffic Law Uniformity (329.96-4)
Use of Turn Signals (329.96-5)
Your Responsibility in an Auto Accident (329.96-7)
The Man with a License to Kill (329.96-8)
Drinking and Driving (329.96-9)
Vote for Driver Education (Driver Education in High School) (329.96-10)
Stopping Distances (329.96-11)
How to Park Your Car (329.96-12)
Driving on Superhighways (329.96-13)
Children in the Car (329.96-14)
Traffic Courts on Trial (329.96-15)
Tips on Mountain Driving (329.96-16)
Is Your Car Sick, Sick, Sick? (Vehicle Maintenance) (329.96-17)
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Driving Tips From the Pros (329.96-19)
Yield Signs and Flashing Lights (329.96-20)
Uncontrolled Intersections (329.96-21)
Chemical Tests Protect You (329.96-22)
It's Called City Driving (329.96-23)
The Case For Traffic Enforcement (329.96-24)
Traffic Accident Facts (329.96-25)
Buying A Car? (329.96-26)
Night Driving (329.96-27)
Accident Records (329.96-28)
When Your Car Stalls (329.96-29)
Rural Driving (329.96-30)

Order by title and stock no., e.g. **Boat Trailers** (329.96-2). TRAFFIC SAFETY reprint prices: minimum order 50, each: 50, $.05; 500, $.035; 1,000, $.028; 5,000, $.025; 10,000, $.02.

RURAL DRIVING

Films

Blind Date—12 min., color, tv/ok. The common rural highway hazards. Motion Picture Unit, Virginia Polytechnic Institute, Blacksburg, Va.

Safe Farming—4½ min., color, tv/ok. The tractor in the field and on the highway. Allis-Chalmers Mfg. Co., Milwaukee, Wis.

Tractors and Traffic—Shows ways to avoid tractor accidents on rural roads and highways. Stock No. 679.09. For information write National Safety Council, Farm Division, 425 N. Michigan Ave., Chicago 11, Ill.

Always On Guard—How to meet and anticipate highway emergencies. Aetna Life Affiliated Cos., Information and Education Dept., Hartford 15, Conn.

Defensive Driving—Overcome highway emergencies by avoiding them in the first place. Aetna Life Affiliated Cos., Information and Education Dept., Hartford 15, Conn.

The Smith System—8 min., b&w, tv/ok. How to cultivate driving habits to avoid dangerous situations. Ford Motor Co., Dearborn, Mich.

NSC Aids

The Professional Touch—Tips to drivers on how to add a "professional touch" to their driving ability. Illustrated, 12 pages, 4 colors, 3¼" x 8". Stock No. 294.08. Each: minimum order 50, $.075; 500, $.061; 1,000, $.053; 5,000, $.046; 10,000, $.043; 20,000, $.04.

MATERIALS

ORDERS FOR NEW POSTERS SHOWN CANNOT BE SHIPPED UNTIL AFTER APRIL 1

And Then There Was One—A four page illustrated leaflet which warns against speeding. Stock No. 391.51. Pkgs. of 100 only, each: 1, $2.90; 10, $2.50; 50, $2.30; 100, $2.20; 200, $2.10.

Signs Make the Way Safe and Pleasant—A booklet illustrating and explaining the meaning and importance of highway signs and markings. Eight pages, four color illustrations, 3¼" x 6". Stock No. 399.77. Pkgs. of 100 each: 1, $4.70; 10, $3.90; 50, $3.60; 100, $3.45; 200, $3.30.

Know Obey Your Signs of Life—A shorter leaflet on the shapes and meanings of traffic signs. Four pages, illustrated, 7½" x 4". Stock No. 399.71. Each: 50, $.022; 500, $.02; 1,000, $.019; 5,000, $.017; 10,000, $.015; 20,000, $.014; 100,000, $.012; 200,000, $.011.

TRAFFIC SAFETY fact sheets

Driving Tips From the Pros—Will help meet and avoid highway emergencies.

Stopping Distances—Sounds a warning to drivers with a heavy foot.

Uncontrolled Intersections—Most accidents occur at intersections. An answer to the special problems of meeting traffic at crossroads.

Night Driving—Country or city, the problems are similar. Sound advice on night driving which will be useful to any driver.

Tips On Mountain Driving—Rural mountain roads present special hazards which the driver can meet with special precautions.

See page 30 for prices and Stock Nos.

Include title and Stock No. in all orders.

NEW TRAFFIC POSTERS FOR MAY POSTING

PRINTED IN U.S.A.
©NATIONAL SAFETY COUNCIL

T-1848-C 25x38
T-1849-A 8½x11½

PRINTED IN U.S.A.
©NATIONAL SAFETY COUNCIL

T-1850-B 17x23

ALTERNATE POSTERS FOR MAY POSTING

(These posters may be ordered for immediate delivery)

PRINTED IN U.S.A.
©NATIONAL SAFETY COUNCIL

T-1604-C 25x38
T-1605-A 8½x11½

PRINTED IN U.S.A.
©NATIONAL SAFETY COUNCIL

T-1606-B 17x23

PRICES FOR ABOVE POSTERS

Traffic Posters—T-prefix to number

	1-9	10-99	100-999	1000-4999*
A Size	$0.17	$0.12	$0.07	$0.06
B Size	.30	.20	.165	.132
C Size	.40	.30	.24	.22

YOUR CREDIT LINE can be imprinted at time of the press run on Traffic B and C posters only. Orders for imprints on May posters above must be received by March 10, 1960.

Imprinting charges for these posters are $2.25 per lot plus an initial charge for each electroplate of $21.00 for C poster imprint and $12.50 for B poster imprint.

*Write for prices on quantities of 5,000 or more for special rates on annual poster orders.

PRICES SHOWN ARE SUBJECT TO A DISCOUNT OF 10% TO NATIONAL SAFETY COUNCIL MEMBERS

FLEET POSTERS

POSTER PRICES

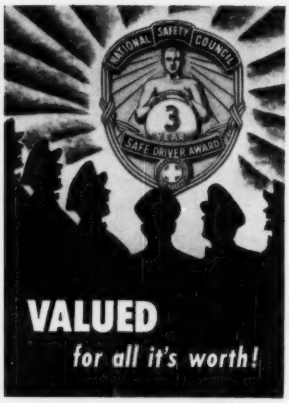
Posters illustrated on these pages are included in the automatic Motor Transportation poster services. Automatic poster sets are available on yearly subscription that provides (4) subjects per month viz. (2) "A" size (8½"x11½") and (2) "B" size (17"x23"). Automatic service is provided in the following categories:

City Truck	City Bus	Annual price 1-4 sets, $9.90; 5-49, $7.80; 50 or more, $6.44.
Intercity Truck	Intercity Bus	
Sales Truck	Taxicab	
Truck Terminal	Bus Terminal	

Posters are available for individual selection at the following prices:

	1-9	10-99	100-999	1000-4999*
A size, any selection	.17	.12	.07	.06
B size, any selection	.32	.23	.195	.155

All prices shown are subject to a 10% discount to National Safety Council Members. *Write for prices on quantities of 5,000 or more. See page 29 for prices of posters with T-prefix.



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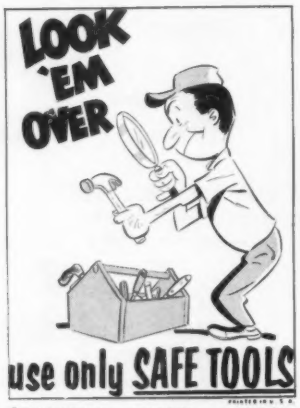
V-1807-A **8½x11½**



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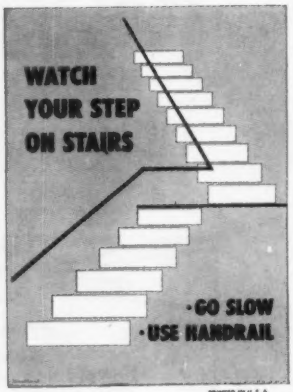

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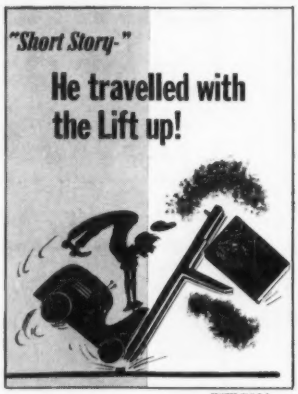

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1780-B **17x23**

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V-1806-A 8½x11½

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V-1805-A 8½x11½

10 10 professional drivers and a warning sign One failed to heed it—now there are nine.
9 9 Professional drivers, not wanting to be late One tried to beat a train—now there are eight.
8 8 Professional drivers, on highway two eleven One passed on a curve—now there are seven.
7 7 Professional drivers, long on driving tricks One practiced tailgating—now there are six.
6 6 Professional drivers, that's all that now survive One showed an amber light—now there are five.
5 5 Professional drivers, off with a mighty roar One hadn't checked his brakes—now there are four.
4 4 Professional drivers, found it hard to see One didn't dim his lights—now there are three.
3 3 Professional drivers, the traffic laws they knew One said they weren't for him—now there are two.
2 2 Professional drivers, on their daily run One tried it without sleep—now there is one.
1 The last professional driver is strictly "on the ball" His driver defensively and has survived them all.
STOP

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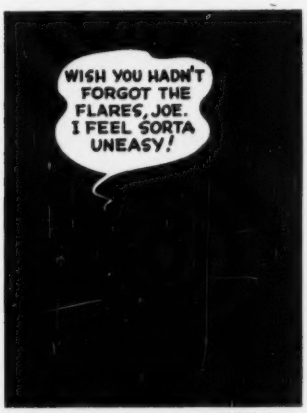

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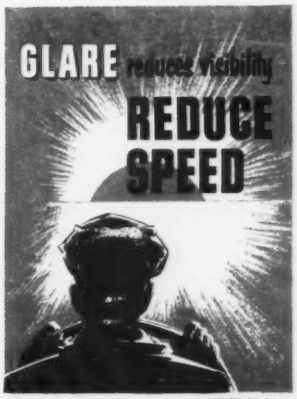

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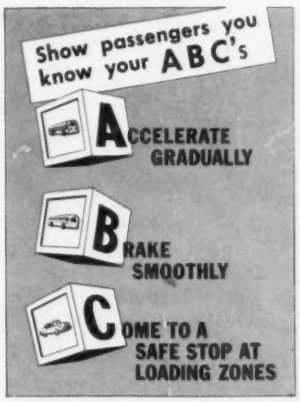

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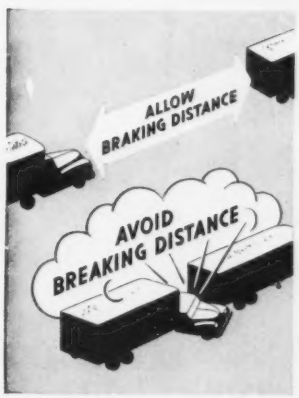

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ACCENT ON ATTITUDE

by William F. Hufstader

THE WORD "attitude" is a familiar one ir the traffic safety vocabulary. It has been stressed for many years, and rightly so, as a key factor in the traffic accident problem.

I want to suggest that all of us engaged in traffic safety promotion direct increased attention to our own attitudes. This is not to imply that we don't have good ones. Rather it is to urge that we make sure we have the best possible ones. Nothing less will be adequate to the challenge of the 60's.

I want to comment briefly on just four important aspects of professional attitude. These are: *realism, open-mindedness, unselfishness* and *courage.*

First, let's consider the matter of a *realistic* attitude.

Fervent dedication is a natural and essential attribute of those who work on any great cause. However, strong mental discipline is necessary to keep zealous pursuit of our objectives from leading us astray.

The person with a realistic attitude demands that every proposal be measured against both the facts of the situation as well as sound principles. He firmly resists indulging in any wishful thinking.

A basic principle of traffic safety is that accidents can be prevented only by balanced use of the familiar "three E's": engineering, enforcement and education.

William F. Hufstader is vice president in charge of the distribution staff, General Motors Corp., Detroit.

Recent years have seen the emergence in traffic safety of a new set of "three E's": the *eager beavers,* the *exhibitionists* and the *extremists.* It will take a large and determined force of practical realists to curb this new trio of traffic hazards.

The second essential of a sound attitude is *open-mindedness.*

Some fail to achieve this state of mind because they fear it suggests lack of conviction. Others are unwilling or unable to face the fact that ours is a dynamic society.

We must not insist on doing things in a certain way merely because we always have done them that way—not if we want progress. In traffic terms, the rule is: "No parking—go forward, or go backward."

The open-minded person does have convictions, but he is not stubbornly inflexible. He does respect and profit from the body of knowledge developed in the past, but he maintains a healthy intellectual curiosity.

Open-mindedness is urgently needed among those who will lead the traffic safety movement in the coming decade. The machinery of traffic accident prevention has by no means been refined to the point where running it smoothly is a simple pushbutton operation.

Essential refinement can come to the extent that we who are concerned with traffic safety interest ourselves in discovery as much as in details. Weary rejection of fantastic schemes is one thing—blindness to possibilities for innovation is quite another. The real traffic safety expert is not the one who merely knows the "Action Program" by heart. He is the constructively dissatisfied man who is concerned with getting more action and a better program.

The third important factor I want to stress is an unselfish attitude.

By "unselfish" I do not mean to suggest that traffic safety requires a professional corps of individuals with the selfless dedication of a missionary or a martyr. There is nothing wrong with the healthy kind of self-interest represented by enjoyment of the work and normal ambition.

The unselfishness I speak of is the kind that always puts the real objectives of the job ahead of petty gains. The person with this attitude seeks to promote traffic safety, not himself or his organization.

He is recognized by his willingness to submerge his own identity in cooperative projects—to let credit and publicity go where they will do the program the most good—and to support policies solely on the basis of how well they serve the public interest.

By a happy coincidence, this kind of unselfishness can easily serve a person's real self-interest.

Finally, a few words on the need for real courage in combatting traffic accidents.

Courage expresses itself in many different ways.

I am thinking of *moral* courage. Although less spectacular in its display, moral courage can have spectacular results.

We can generally appraise our attitude on this score with honest answers to such questions as these:

- Do we stick to our principles even when it seems expedient to compromise them to gain superficial harmony or some other temporary advantage?
- Do we dare to conceive and support bold, new approaches in the face of a general attitude of unimaginative, unenergetic conservatism?
- Do we maintain a sound, invigorating degree of optimism even when surrounded by cynics and pessimists?
- And finally, can we push forward toward a sound objective despite reverses and the demoralizing influence of other people's disinterest, skepticism or even ridicule?

Sound professional attitudes will help greatly to accomplish two objectives.

First, they will assure faster progress in attaining higher performance standards in all aspects of a balanced traffic safety program.

Second, they will help greatly to combat the influence of any unsound attitudes which can be a critical threat to the traffic safety movement. I refer to such attitudes as those which prompt some people to assert that a high accident rate is inevitable and the only hope lies in minimizing injuries—or that the federal government must take over state and community traffic control functions—or that traffic law enforcement is futile and driver education is a frill.

As we look down the road into the 1960's, the highway traffic prospects are very promising in many respects. The new model cars, the new model highways and the new model drivers will all be better.

Let us do everything we can to assure that all agencies promoting traffic safety will also be still better new models.

Open Nominations For Marcus A. Dow Award

NOMINATIONS have been opened for the 1959 Marcus A. Dow Memorial Award of the National Safety Council.

The award is sponsored by Greyhound Corp. "to recognize, reward and foster high standards of professional achievement in motor transportation safety engineering." It consists of an inscribed plaque and $500, and is given annually to the top fleet safety director of the United States and Canada.

Howard Pyle, president of the Council, described the citation as a "good citizenship award" and praised professional fleet safety directors for their untiring efforts to improve their methods and techniques.

"One of the most admirable characteristics of fleet safety directors that I've noted," Pyle said, "is their willingness to share their knowledge and experience with their less-experienced colleagues so the safety performance of the entire industry might be improved.

"This benefits not only the industry, but other motorists as well, and is a valued contribution to traffic safety."

Winner of the Dow award is selected on the basis of his qualifications under these four points:

1. He shall have served within the previous five years as a practicing safety supervisor directly engaged in the engineering of accident prevention among private or public carriers in the motor transportation field.

2. He shall have made significant contributions to safety engineering through contributions to motor transportation and/or fleet safety publications.

3. He shall have contributed to the advancement of fleet safety engineering by personal participation in conferences of national, regional or local safety organizations.

4. He shall have demonstrated his ability to produce better-than-average results within his own operation as reflected by his organization's accident statistics.

Any individual, company or organization having direct knowledge of a person's achievements may nominate him for the award.

Nominations must be submitted on an official blank accompanied by adequate supporting information—exhibits, letters and newspaper and magazine clippings, for example.

Nominations should be submitted by April 1, 1960, to C. W. Imhoff, secretary, Marcus A. Dow Memorial Award Committee, National Safety Council, 425 N. Michigan Ave., Chicago 11, Ill. Nomination blanks and further information on the award procedure may be obtained from the Council.

William B. Barton, general counsel, U. S. Chamber of Commerce, is chairman of the committe of judges. Other judges: E. G. Cox, chief, section of motor carrier safety, Interstate Commerce Commission; M. A. Kraft, research coordinator, Flight Safety Foundation, and W. G. Macintosh, manager, engineering department, Hartford Accident & Indemnity Co.

The 1959 award will be the ninth given since establishment of the award.

News From Capitol Hill

The ICC issued its final amended regulation requiring the report of every accident involving motor carriers which resulted in injury, death or property damage to an extent of $250 or more. ICC also issued amended regulations concerning standards for glass in busses, trucks or truck-tractors, and for windshield condition. New regulations also add further safeguards against vision-reducing matter which obstructs drivers' vision.

The Department of Justice and the Food and Drug Administration continued their crackdown on the illegal sale of stimulant drugs, or "goofballs," to truck drivers by cafes, service stations, truck stops and drug stores.

WHY DRIVERS BEEF ABOUT THE SAFETY PROGRAM

By Edward Deem

WHAT do drivers "beef" about? I have discussed this subject with fellow drivers representing practically all of the major carriers.

The promises of Heaven can do more to influence people than the fear of Hell! The assistance, the encouragement, of the safety supervisor leads today's professional driver to do a better job. It is not the brimstone of enforcement by him.

I believe you can get more for your safety dollar if it is done on a public relations basis because you cannot force the professional driver to do anything that he is not sold on. He is very touchy about the public reaction towards his own driving.

"Give us the man we can respect and go to for good advice. We always respect superior knowledge because we gain when we listen. . . ."

We feel that we can have very little respect for those safety directors who attempt to tell us how to do our work —*especially* if they do not know how to do the job themselves and if they do not set a good example when driving.

Some of them seem to have no respect for rules or regulations of any kind while they are driving. They cross yellow lines, make U-turns and run at high speeds in marked slow zones. The safety rules seem to be for everyone but them. We want safety engineers we can respect instead of lame ducks that try to jam safety programs down our throats and in effect say "don't do as I do, but do as I tell you."

Could we have some other phrase besides "running too close and running too fast?" This is all we ever hear at the safety meetings. This has been going on for the last five years. Because of this continuously repeated statement it is getting to the point where most of the professional drivers are not attending these meetings.

What we earnestly want in the program is some new ideas—some assistance. We feel that the safety programs are definitely in a rut. Give us something new. We, as a group, want new, good sound and constructive ideas. Not poll-parrot repetition of the same thing week after week, month after month and year after year.

Edward Deem is a driver for Roadway Express, Inc., Indianapolis, Ind.

What I am going to talk about next is the "motel-happy boys," the "fair-weather friends," the "sunshine drivers" as we call them. I do not mean to say that all safety people are like this. There are many good friends on the road. But I am specifically talking about supervisors who have their cars parked in the motel when the weather is bad. They catch the "slick flu" so rapidly that you can count their cars by the motels just as soon as bad weather sets in.

On the other hand, when the weather is nice and sunny everyone seems to be out. In fact, there are so many safety people out when the sun is shining that we have a difficult time trying to drive. The highways are cluttered. What we want is more of those fellows who are making a personal sacrifice and are out there giving us a helping hand—those we salute.

There is a difference between preaching and practicing. We, as a group of professional drivers discuss this next topic at great length while we are on the highway. I am not speaking for my company alone, but of the many things I have heard from other professional drivers. We agree on one point. In fact, our skin depends on it.

The field safety man, as well as the speakers in our safety meeting, tell us to immediately report any mechanical deficiency so that it can be corrected immediately. Yet, here is what often happens. We make this report at the end of the run asking for some corrective action. The power unit is taken off the line and we are given another. We proceed down the highway with a sense of well-being that all will be taken care of and all of a sudden we look up and here comes that side-lined unit behind us. We check with the driver and find that nothing has been done. Our feeling of security and our morale has reached the bottom.

We turn to the highway supervisor and he says he will report this maintenance deficiency. Our big question is: Can we wait for that report to arrive? You see, we are driving while the report is enroute. Our well-being, our families depend upon our ability to drive safely in mechanically safe equipment.

The customers depend upon us for the safe and prompt delivery of their merchandise. We want assurance that the vehicles we drive are safe.

We constantly hear so much about the safety programs and what they have done to reduce accident frequency. We like to give credit where credit is due and we do feel that better highways and better equipment have played an important part in reduction.

We do not mean to take away credit, but some of the people on the highways are beginning to ask us questions. They want to know why it is necessary for 20 different companies to have their individual private police force. It would help if some other label were substituted for the tag, "safety patrol." Then we could tell the general public that they are courtesy cars out to render assistance to the motoring public as well as to us.

This feeling and this thing has gone so far that even the highway patrolmen ask us many questions. We have a great deal of respect for them and they for us because we feel they are our friends. We are questioned by them on this one topic quite often. They have been told by some of the supervisors to turn the heat on their men. As a result of this, on the slightest infraction of a rule, many of us receive a citation. We do not think we should have the privilege of violating any law, but these people try to tell the enforcement officer how to run his business, and some of them ride herd to show the company that they can really be tough.

To summarize I would like—as a representative of the professional drivers—to offer these suggestions to management:

1—Could you not change the name from "safety patrol" to "courtesy patrol" or any other name that has a more pleasant connotation?

2—We'd appreciate it if you would throw away the hammer and give us some help!

3—How about getting the safety supervisor to stop riding the enforcement officer. Then the officer will in turn take off the pointed spur.

4—Give us the man we can respect and go to for good advice. We always respect superior knowledge because we gain when we listen.

I have been told at times that I am a rather blunt man. I feel that I have to be honest with you and if I sound blunt, it is only because I think we need plain talk to solve our mutual problems.

SHORT COURSES

March 28-April 15 — Police Traffic Records — Analysis and Use of Data — Northwestern University Traffic Institute, Evanston, Ill.

April — Trainers of Commercial Drivers — Province of Quebec Safety League, Montreal, Canada. Contact: Paul Leboeuf.

April 4-29 — Motor Vehicle Traffic Safety for the Army—Northwestern University Traffic Institute, Evanston, Ill.

April 7-8—Advanced Techniques for Motor Fleet Operation—Pennsylvania State University, University Park, Pa. Contact: Amos E. Neyhart.

April 11-15—Motor Fleet Supervisor —University of Washington, Seattle, Wash. Contact: Fred H. Rhodes.

April 18-29—Police Training Course, Subject to be Announced—University of Denver, Denver, Colo.

April 18-May 6 — Traffic Law Enforcement — Administration and Techniques — Northwestern University Traffic Institute, Evanston, Ill.

April 25-29 — Motor Fleet Maintenance—Pennsylvania State University, University Park, Pa. Contact: Amos E. Neyhart.

April 25-29—Trainers of Commercial Drivers — Ontario Safety League, Toronto, Canada. Contact: Frank C. DeVenne.

April 27-29 — Eastern Region In-Service Training Conference for Graduates of TPA Training Program and their Chiefs—Liberty, N. Y.

May 9-13—Motor Fleet Supervisor—Northeastern University, Boston, Mass. Contact: E. Forest Hallet.

May 9-27 — Motor Vehicle Traffic Control for the Air Force—Northwestern University Traffic Institute, Evanston, Ill.

May 9-27—Traffic Control—Devices and Methods—Northwestern University Traffic Institute, Evanston, Ill.

May 19-20—North Central Region In-Service Training Conference for Graduates of TPA Training Program and Their Chiefs — Springfield, Ill.

To Page 49

Yale University Announces Fellowships

The Bureau of Highway Traffic at Yale University has announced the availability of fellowships for the 1960-61 academic year to be awarded to qualified graduate engineers who are citizens of the United States and would like to enter the profession of traffic engineering as career.

The fellowships cover a full academic year of graduate study, starting in September, 1960 and terminating the following May. They provide a living stipend of $1,400 disbursed at the rate of $175 per month for a period of eight months, while a student is enrolled. The fellowships also provide the tuition of $800, which amounts to a total value of $2,200 for each fellowship. The fellowships are made available to the bureau through grants from the Automotive Safety Foundation, the Esso Safety Foundation, the Insurance Institute for Highway Safety and The James S. Kemper Foundation.

Applications for admission and further information may be obtained by writing to Mr. Fred W. Hurd, Director, Bureau of Highway Traffic, Yale University, Strathcona Hall, New Haven, Connecticut. The closing date for filing applications is March 1, 1960.

Commentary Driving

Transit companies have found they can reduce traffic accidents through commentary driving.

Glenn V. Carmichael, assistant director of training, Northwestern University Traffic Institute, Evanston, Ill., explained this type of driving at the 47th National Safety Congress.

"The driver gives the supervisor or driver trainer riding with him an impression of his observations, thoughts and intentions regarding control of the vehicle he is driving," Carmichael said.

"From what the driver says, the supervisor can estimate the quality of the driver's powers of observation, his judgment of traffic conditions and his ability in timing his vehicle-maneuvering to deal with these conditions."

POSTMASTER General Arthur E. Summerfield is assisted by Howard Pyle, president of the National Safety Council (ctr.) and Edward B. Landry, Post Office's director of safety and health, as he raises award of merit pennant in Post Office Department building in Washington.

Award of merit was presented to Summerfield by Pyle in recognition of "noteworthy reduction of employe disabling injuries in the entire postal establishment in 1958." At the same time the NSC president presented the Post Office Department with another award "for outstanding contribution to traffic safety in 1958." To gain the latter award, more than 100,000 postal drivers operated 70,000 motor vehicles almost a billion miles with an accident rate of 2 per 100,000 miles traveled. This is the fifth time the Post Office has won this award.

A third award was presented to the Department for its outstanding participation in the national vehicle safety check program conducted in May 1959 by the Inter-Industry Highway Safety Committee and Look Magazine. Lawler Reeves of the U. S. Rubber Co. made this presentation.

Off-the-job at Firestone

December was again named "Off-the-job Safety Month" at all United States plants of The Firestone Tire & Rubber Co.

In this special observance, Firestone urges its employes "to be as safe off the job as they are on the job."

Off-the-job safety campaigns are waged twice each year at Firestone plants. The June program warns of vacation accidents and stresses safety in all summer activities. The December promotion urges holiday safety both on the highway and in the home.

During the month, Firestone supervisors and foremen made thousands of personal contacts throughout the plants urging off-the-job safety; bulletin boards and special safety signboards displayed home and highway safety messages; and the company's employe publications carried special features.

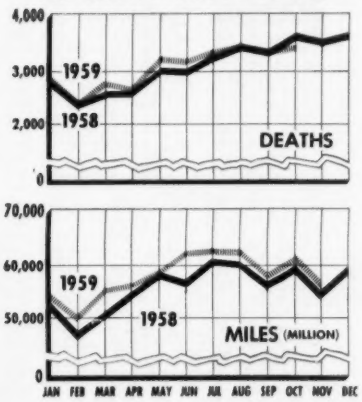
Each Firestone plant throughout the United States kept records on accidents both on and off the job. Final reports will be compiled in February.

From Page 8

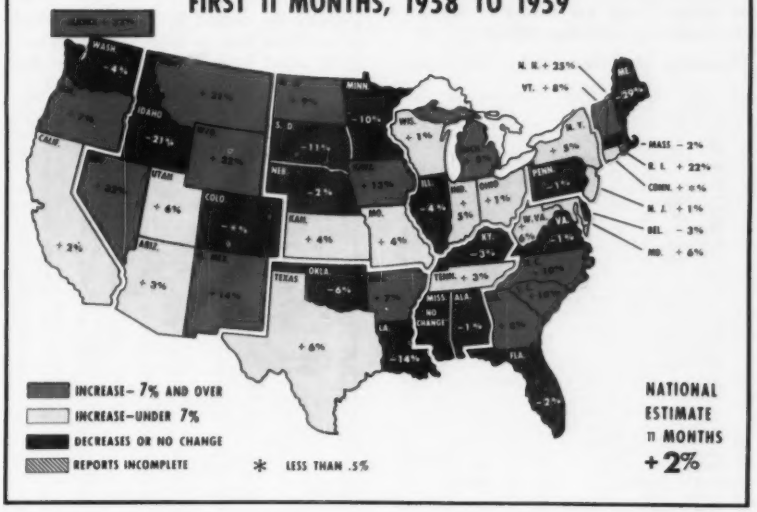
tion group at the end of 11 months, ranked according to the number of deaths per 10,000 registered vehicles were:

	Reg. Rate	Pop. Rate
Group I (Over 1,000,000)		
Detroit, Mich.	2.7	8.7
Los Angeles, Calif.	2.9	15.3
Chicago, Ill.	2.9	7.8
Group II (750,000 to 1,000,000)		
St. Louis, Mo.	2.6	9.3
Washington, D. C.	2.9	7.2
Cleveland, Ohio	2.9	9.4
Group III (500,000 to 750,000)		
Minneapolis, Minn.	1.7	6.9
Milwaukee, Wis.	1.8	6.1
Buffalo, N. Y.	1.8	6.8
Group IV (350,000 to 500,000)		
Portland, Ore.	2.1	10.1
Indianapolis, Ind.	2.1	9.9
Columbus, Ohio	2.2	7.7
Group V (200,000 to 350,000)		
Wichita, Kan.	0.6	3.9
Rochester, N. Y.	0.9	3.5
Toledo, Ohio	1.1	5.1
Group VI (100,000 to 200,000)		
Yonkers, N. Y.	0.4	1.2
Rockford, Ill.	0.5	2.7
South Bend, Ind.	0.7	3.3
Group VII (50,000 to 100,000)		
Evanston, Ill.	0.0	0.0
Dubuque, Iowa	0.0	0.0
Ann Arbor, Mich.	0.4	2.0
Group VIII (25,000 to 50,000)		
Vancouver, Wash.	0.0	0.0
Boise, Idaho	0.0	0.0
Tallahassee, Fla.	0.0	0.0
Group IX (10,000 to 25,000)		
Santa Cruz, Calif.	0.0	0.0
Austin, Minn.	0.0	0.0
Lodi, Calif.	0.0	0.0

MONTHLY MOTOR VEHICLE DEATHS AND TRAFFIC TRENDS 1958-1959



CHANGES IN MOTOR-VEHICLE DEATHS
FIRST 11 MONTHS, 1958 TO 1959



MOTOR VEHICLE DEATHS AND CHANGES

Months	DEATHS				PERCENTAGE CHANGES				
					Corresponding Month			4 Mos. Mov. Ave.*	
	1956	1957	1958	1959	1956-1959	1957-1958	1958-1959	1957-1958	1958-1959
January	2,954	2,882	2,770	2,830	— 4%		+ 2%		— 1%
February	2,652	2,508	2,360	2,380	—10%		+ 1%		— 1%
March	2,940	2,843	2,560	2,760	— 6%		+ 8%		+ 1%
April	2,970	2,933	2,580	2,680	—10%		+ 4%		+ 4%
May	3,094	3,065	3,010	3,220	+ 4%		+ 7%		+ 5%
June	3,338	3,302	3,000	3,150	— 6%		+ 5%		+ 6%
July	3,555	3,308	3,210	3,340	— 6%		+ 4%		+ 5%
August	3,535	3,635	3,450	3,450	— 2%		0%		+ 4%
September	3,653	3,365	3,330	3,330	— 9%		0%		+ 2%
October	3,476	3,466	3,600	3,420	— 2%		— 5%		0%
November	3,603	3,620	3,510	3,470	— 4%		— 1%		— 2%
11 Mos.	35,770	34,927	33,380	34,030	— 5%		+ 2%		
December	3,858	3,775	3,620			— 3%		— 1%	
Total	39,628	38,702	37,000						

All 1956 and 1957 figures are from the National Office of Vital Statistics. The 1958 and 1959 figures are National Safety Council estimates.

The 1959 national estimate is arrived at by assuming that the percentage change from 1958 to 1959 in the states reporting for both years reflects the 1958-1959 change in the entire country. First reports are preliminary, so revisions are made from time to time as later reports are received for the various months. Thus, figures above for 1959 may differ slightly from the figures for the same months which will be published in future issues of TRAFFIC SAFETY.

*Four Months Moving Average is based on changes between the totals for four months instead of one month. For example, the November figure shows the change between the totals for August-November 1958 and August-November 1959, etc. Adding several months together tends to smooth out single month changes which may be affected by differences in the number of weekends in a month from one year to the next, random variations, etc.

TRAFFIC DEATHS—CITY RECORDS

The table covers only motor-vehicle deaths resulting from traffic accidents that occurred in the city. Nontraffic motor-vehicle deaths (where the accident occurred on home or work premises) are not included, nor are deaths in the city from accidents occurring outside.

Rankings are based on the 1959 registration death rate which is the number of deaths per 10,000 registered motor vehicles on an annual basis. Vehicle registration figures are for the year 1958 and were supplied by R. L. Polk & Company.

Cities are ranked by registration death rates—from low to high. When two or more cities have exactly the same rate, ranking is by total vehicle registrations—from large to small.

Cities shown in heavy type have improved in 1959 compared with 1958.

The population death rate is the number of deaths per 100,000 population on an annual basis. Populations are as of April, 1950, or later censuses taken by the U. S. Bureau of the Census.

	Eleven Months 1959	1958	1957	1959 Reg. Rate	1959 Pop. Rate
Group I (1,000,000 and over)					
1. Detroit, Mich.	154	135	165	2.7	8.7
2. Los Angeles, Calif.	314	328	364	2.9	15.3
3. Chicago, Ill.	268	272	285	2.9	7.8
4. Philadelphia, Pa.	145	143	147	3.2	7.6
5. Baltimore, Md.	94	97	99	3.2	9.9
All cities in this group				3.5	9.3
6. New York, N. Y.	631	556	542	5.0	8.8
Group II (750,000 to 1,000,000)					
1. St. Louis, Mo.	73	65	68	2.6	9.3
2. Washington, D. C.	55	55	55	2.9	7.2
3. Cleveland, Ohio	80	85	107	2.9	9.4
All cities in this group				2.9	9.3
4. San Francisco, Calif.	82	66	75	3.1	11.5
Group III (500,000 to 750,000)					
1. Minneapolis, Minn.	33	38	42	1.7	6.9
2. Milwaukee, Wis.	40	33	39	1.8	6.1
3. Buffalo, N. Y.	37	54	50	1.8	6.8
4. Seattle, Wash.	51	61	42	2.0	9.7
5. Dallas, Tex.	61	62	60	2.3	11.5
6. Pittsburgh, Pa.	48	64	48	2.5	7.7
All cities in this group				2.5	9.5
7. Cincinnati, Ohio	49	53	58	2.6	9.3
8. Boston, Mass.	43	48	50	2.7	6.5
9. Houston, Tex.	100	75	84	2.8	15.3
10. New Orleans, La.	59	64	64	3.6	10.7
11. San Diego, Calif.	69	78	62	4.1	15.0
Group IV (350,000 to 500,000)					
1. Portland, Ore.	38	38	40	2.1	10.1
2. Indianapolis, Ind.	42	29	34	2.1	9.9
3. Columbus, Ohio	34	42	46	2.2	7.7
4. San Antonio, Tex.	43	48	52	2.3	10.3
5. Denver, Colo.	50	38	31	2.4	11.5
6. Memphis, Tenn.	36	28	29	2.7	8.0
All cities in this group				2.7	11.0
7. Oakland, Calif.	38	41	48	2.8	10.8
8. Louisville, Ky.	44	47	33	3.2	11.8
9. Birmingham, Ala.	46	35	37	3.6	14.0
10. Atlanta, Ga.	74	62	66	4.4	16.4
Group V (200,000 to 350,000)					
1. Wichita, Kan.	8	13	14	0.6	3.9
2. Rochester, N. Y.	11	20	22	0.9	3.5
3. Toledo, Ohio	16	20	28	1.1	5.1
4. Flint, Mich.	11	11	14	1.2	5.6
5. Providence, R. I.	12	14	16	1.4	5.3
6. Syracuse, N. Y.	11	12	11	1.5	5.6
7. Norfolk, Va.	13	18	8	1.6	4.9
8. Grand Rapids, Mich.	17	14	16	1.6	8.7
9. Long Beach, Calif.	24	34	52	1.7	7.8
10. Richmond, Va.	19	26	20	1.8	8.7
All cities in this group				1.8	8.2
11. Oklahoma City, Okla.	26	23	19	1.9	9.9
12. St. Paul, Minn.	25	29	31	2.0	8.7
13. Dayton, Ohio	24	23	24	2.0	8.7
14. Miami, Fla.	38	37	32	2.0	16.1
15. Fort Worth, Tex.	31	31	30	2.2	10.2
16. Omaha, Neb.	26	22	24	2.5	10.2
17. Tampa, Fla.	29	28	24	2.5	11.7
18. Worcester, Mass.	15	12	10	2.9	8.1
19. Akron, Ohio	37	39	49	3.2	13.1
Group VI (100,000 to 200,000)					
1. Yonkers, N. Y.	2	5	5	0.4	1.2
2. Rockford, Ill.	3	9	10	0.5	2.7
3. South Bend, Ind.	4	9	9	0.7	3.3
4. Corpus Christi, Tex.	5	17	13	0.8	3.8
5. Erie, Pa.	5	5	16	0.9	4.0
6. Newport News, Va.	3	13	13	0.9	3.1
7. Hartford, Conn.	5	4	3	0.9	2.9
8. Peoria, Ill.	5	6	8	1.0	4.8
9. Saginaw, Mich.	5	5	12	1.0	5.0
10. Tacoma, Wash.	8	12	14	1.1	5.5
11. Trenton, N. J.	7	8	7	1.1	6.0
12. Lincoln, Neb.	6	5	3	1.2	5.5
13. Montgomery, Ala.	7	5	2	1.4	6.6
14. New Haven, Conn.	7	6	10	1.4	4.6
15. Dearborn, Mich.	10	24	21	1.4	8.4
16. Spokane, Wash.	11	18	18	1.5	6.4
17. Niagara Falls, N. Y.	5	6	4	1.5	5.3
18. Canton, Ohio	9	6	13	1.6	7.9
19. Wilmington, Del.	8	9	6	1.6	7.9
20. Berkeley, Calif.	7	10	5	1.6	6.5
21. Bridgeport, Conn.	9	4	14	1.6	5.8
22. Madison, Wis.	8	6	5	1.7	7.9
23. Lansing, Mich.	9	6	7	1.7	8.8
24. Fresno, Calif.	14	8	14	1.7	12.4
25. Reading, Pa.	7	8	10	1.7	6.7
26. Nashville, Tenn.	13	21	13	1.7	8.1
27. Waterbury, Conn.	6	4	4	1.8	5.8
28. Salt Lake City, Utah	17	20	13	1.8	9.7
29. Des Moines, Iowa	15	16	14	1.8	8.9
30. Pasadena, Calif.	11	11	20	1.8	10.5
31. Utica, N. Y.	6	5	7	1.9	6.4
32. Amarillo, Tex.	9	2	8	1.9	9.8
33. Fort Wayne, Ind.	14	7	10	2.0	10.0
34. Glendale, Calif.	10	6	11	2.0	9.5
35. Duluth, Minn.	8	18	14	2.0	8.3
All cities in this group				2.0	9.4
36. Kansas City, Kan.	13	6	10	2.1	10.9
37. Arlington, Va.	12	6	7	2.2	8.2
38. Little Rock, Ark.	10	10	10	2.2	10.2
39. Austin, Tex.	14	8	10	2.2	9.3
40. Allentown, Pa.	10	7	7	2.3	9.8
41. Elizabeth, N. J.	8	9	13	2.3	7.4
42. Gary, Ind.	14	14	16	2.3	8.6
43. San Jose, Calif.	21	22	19	2.4	14.4
44. Evansville, Ind.	14	6	11	2.4	9.0
45. Youngstown, Ohio	15	12	19	2.4	8.8
46. Savannah, Ga.	12	6	13	2.5	10.0
47. Baton Rouge, La.	16	15	8	2.5	11.6
48. Shreveport, La.	17	8	11	2.5	11.5
49. St. Petersburg, Fla.	23	18	21	2.8	18.9
50. Waco, Tex.	12	6	9	2.9	12.9
51. Charlotte, N. C.	21	16	18	3.1	14.7
52. Sacramento, Calif.	28	13	11	3.3	19.4
53. Albuquerque, N. M.	28	17	16	3.7	17.9
54. Hammond, Ind.	13	17	19	3.9	13.0
55. Phoenix, Ariz.	41	27	17	4.1	28.0
56. Mobile, Ala.	25	20	20	4.1	15.7
57. Chattanooga, Tenn.	22	20	15	4.2	18.3
58. Lubbock, Tex.	22	8	3	4.6	22.9
Group VII (50,000 to 100,000)					
1. Evanston, Ill.	0	0	3	0.0	0.0
2. Dubuque, Iowa	0	0	2	0.0	0.0
3. Ann Arbor, Mich.	1	3	0	0.4	2.0
4. Lorain, Ohio	1	5	5	0.4	1.8
5. Oak Park, Ill.	1	3	3	0.5	1.8
6. Euclid, Ohio	1	5	3	0.5	1.7
7. Elmira, N. Y.	1	0	2	0.5	2.0
8. Bayonne, N. J.	1	2	6	0.5	1.4
9. Bloomfield, N. J.	1	0	4	0.6	2.2
10. Medford, Mass.	1	3	4	0.6	1.7
11. Cuyahoga Falls, Ohio	1	4	0	0.6	2.2
12. Binghamton, N. Y.	2	3	6	0.6	2.6
13. Muskegon, Mich.	2	3	6	0.6	3.8
14. Battle Creek, Mich.	2	2	6	0.7	4.0
15. Bethlehem, Pa.	2	0	9	0.7	2.9
16. Kalamazoo, Mich.	3	4	6	0.7	4.4
17. Asheville, N. C.	2	3	7	0.8	4.1
18. New Rochelle, N. Y.	2	3	1	0.8	2.9
19. Fort Lauderdale, Fla.	4	6	4	0.9	6.9
20. Springfield, Ill.	4	6	2	0.9	5.3
21. Joliet, Ill.	3	8	6	0.9	5.4
22. Wheeling, W. Va.	2	6	8	0.9	3.7
23. Terre Haute, Ind.	3	4	3	0.9	4.5
24. Schenectady, N. Y.	4	4	4	0.9	4.4
25. Colorado Spgs., Colo.	4	4	4	1.0	7.0
26. Berwyn, Ill.	2	4	2	1.0	4.1
27. Raleigh, N. C.	3	6	3	1.0	4.6
28. Lancaster, Pa.	3	2	4	1.0	4.8
29. Reno, Nev.	3	6	2	1.0	6.2
30. San Mateo, Calif.	3	4	3	1.1	5.0
31. Mt. Vernon, N. Y.	3	2	2	1.2	4.3
32. Wilkes-Barre, Pa.	3	6	3	1.2	4.3
33. Lwr. Merion Twp., Pa.	2	2	3	1.2	3.8
34. East Orange, N. J.	3	4	8	1.2	3.8
35. White Plains, N. Y.	3	2	2	1.2	6.4
36. New Britain, Conn.	3	5	2	1.2	3.8
37. Passaic, N. J.	2	2	4	1.2	3.8
38. St. Clair Shores Mich.	3	3	1	1.2	5.2
39. Portland, Maine	3	7	6	1.2	4.1
40. Pensacola, Fla.	4	4	1	1.3	8.5
41. East Chicago, Ind.	2	4	6	1.3	3.7
42. Covington, Ky.	3	3	7	1.3	4.5
43. San Leandro, Calif.	4	6	5	1.3	6.8
44. Johnstown, Pa.	4	3	6	1.4	6.8
45. Columbia, S. C.	6	2	11	1.4	6.8
46. Hayward, Calif.	5	8	5	1.4	10.0
47. Pomona, Calif.	4	9	6	1.4	7.0
48. Mansfield, Ohio	4	2	3	1.5	8.3
49. Bay City, Mich.	4	2	3	1.5	7.2
50. Hamilton, Ohio	5	5	3	1.5	7.5
51. Anderson, Ind.	4	3	3	1.5	8.6
52. Winston-Salem, N. C.	6	12	12	1.5	7.2
53. Jackson, Mich.	5	2	4	1.5	8.9
54. Huntington, W. Va.	5	5	7	1.5	6.3
55. Manchester, N. H.	4	3	3	1.5	5.0
56. Fullerton, Calif.	3	4	6	1.5	6.5
57. Pontiac, Mich.	7	14	3	1.5	9.1
58. Muncie, Ind.	5	3	3	1.6	8.4
59. Lynchburg, Va.	3	9	5	1.6	6.1
60. Lexington, Ky.	5	4	3	1.6	8.2
61. Orlando, Fla.	10	0	4	1.6	12.2
62. Augusta, Ga.	5	5	2	1.7	7.3
63. Warren, Ohio	5	3	5	1.7	8.6
64. Newton, Mass.	6	7	7	1.7	7.6
65. Lincoln Park, Mich.	3	3	7	1.7	6.0
66. Greenville, S. C.	5	4	5	1.8	8.4
67. Macon, Ga.	7	2	7	1.8	10.9
68. West Hartford, Conn.	3	3	1	1.8	5.6
69. Santa Ana, Calif.	8	1	10	1.9	12.6
70. Meriden, Conn.	3	1	6	1.9	6.4
71. Portsmouth, Va.	5	4	4	1.9	6.4
72. Sioux Falls, S. D.	5	3	7	1.9	9.1
73. Alexandria, Va.	8	3	7	1.9	10.0
All cities in this group				1.9	8.7
74. Stamford, Conn.	6	4	5	2.0	7.5
75. Topeka, Kan.	10	10	7	2.0	13.2
76. Decatur, Ill.	8	12	6	2.1	11.1
77. Santa Monica, Calif.	6	8	11	2.1	8.6
78. Springfield, Ohio	7	6	4	2.2	8.7
79. Compton, Calif.	7	10	11	2.2	12.0
80. San Angelo, Tex.	5	4	8	2.2	9.9
81. Santa Barbara, Calif.	7	7	2	2.2	13.7
82. Abilene, Tex.	7	2	2	2.2	12.6
83. Aurora, Ill.	6	3	5	2.2	11.3
84. Lakewood, Ohio	5	5	2	2.3	7.7
85. Norwalk, Conn.	4	7	11	2.3	7.1
86. Stockton, Calif.	12	13	21	2.4	17.2
87. Waukegan, Ill.	5	2	2	2.4	10.8
88. Lake Charles, La.	6	5	4	2.4	11.7
89. Wichita Falls, Tex.	8	7	4	2.4	9.6
90. Pawtucket, R. I.	6	2	1	2.4	7.5
91. Hampton, Va.	6	15	11	2.4	8.2
92. Pueblo, Colo.	10	2	6	2.5	13.2
93. Waterloo, Iowa	7	8	5	2.5	10.9
94. Springfield, Mo.	9	3	9	2.5	12.3
95. Council Bluffs, Iowa	5	4	1	2.5	10.3
96. Gadsden, Ala.	4	4	4	2.6	6.8
97. West Allis, Wis.	4	5	3	2.6	6.9
98. Waltham, Mass.	4	3	3	2.6	8.7
99. Green Bay, Wis.	7	6	5	2.6	13.9
100. Davenport, Iowa	8	2	5	2.7	10.8
101. Burbank, Calif.	12	8	5	2.8	14.4
102. Miami Beach, Fla.	7	7	6	2.8	15.0
103. Ogden, Utah	9	7	5	2.8	15.1
104. Greensboro, N. C.	10	17	11	2.8	13.4
105. Columbus, Ga.	10	7	3	2.8	12.2
106. Pittsfield, Mass.	5	3	2	2.8	9.9
107. Riverside, Calif.	11	5	13	2.9	15.9
108. Durham, N. C.	9	8	5	2.9	13.8
109. Charleston, S. C.	5	4	2	3.0	7.8
110. St. Joseph, Mo.	8	2	2	3.1	11.1
111. Royal Oak, Mich.	11	1	6	3.1	16.8
112. Woonsocket, R. I.	5	1	4	3.2	10.9

	Eleven Months 1959	1958	1957	1959 Reg. Rate	1959 Pop. Rate
113. Tucson, Ariz.	15	7	13	3.4	23.4
114. Brockton, Mass.	7	**9**	**5**	**3.4**	**12.2**
115. Beaumont, Tex.	16	7	12	3.5	18.6
116. Lynn, Mass.	9	3	0	3.6	9.9
117. Atlantic City, N. J.	6	**10**	**6**	**3.9**	**10.6**
118. San Bernardino, Calif.	20	16	14	4.0	26.3
119. Kenosha, Wis.	11	2	1	4.2	18.5
120. Tuscaloosa, Ala.	8	2	2	4.3	15.4
121. Charleston, W. Va.	12	9	1	4.3	17.8
122. Greenwich, Conn.	7	2	9	4.8	14.8
123. Fort Smith, Ark.	10	10	11	4.8	18.2
124. Sioux City, Iowa	15	7	8	5.0	18.4
125. Warren, Ohio	12	6	6	6.8	20.6

Group VIII (25,000 to 50,000)

1. Vancouver, Wash.	**0**	4	**8**	**0.0**	**0.0**
2. Boise, Idaho	0	0	1	0.0	0.0
3. Tallahassee, Fla.	**0**	**5**	**1**	**0.0**	**0.0**
4. Newark, Ohio	**0**	**5**	**6**	**0.0**	**0.0**
5. Elyria, Ohio	**0**	**3**	**2**	**0.0**	**0.0**
6. Rochester, Minn.	**0**	**2**	**2**	**0.0**	**0.0**
7. Newburgh, N. Y.	**0**	**2**	**2**	**0.0**	**0.0**
8. Bellingham, Wash.	**0**	**3**	**1**	**0.0**	**0.0**
9. Fargo, N. D.	**0**	**3**	**0**	**0.0**	**0.0**
10. Barberton, Ohio	**0**	**8**	**4**	**0.0**	**0.0**
11. Michigan City, Ind.	**0**	**5**	**5**	**0.0**	**0.0**
12. Monroe, Mich.	0	0	3	0.0	0.0
13. Birmingham, Mich.	0	0	3	0.0	0.0
14. Burlington, Iowa	**0**	**2**	**4**	**0.0**	**0.0**
15. Jackson, Tenn.	**0**	**1**	**0**	**0.0**	**0.0**
16. Manhattan Bch., Calif.	0	0	2	0.0	0.0
17. Milford, Conn.	**0**	**1**	**3**	**0.0**	**0.0**
18. Park Ridge, Ill.	**0**	**1**	**2**	**0.0**	**0.0**
19. Bristol, Conn.	**0**	**2**	**1**	**0.0**	**0.0**
20. Walla Walla, Wash.	**0**	**2**	**0**	**0.0**	**0.0**
21. Kettering, Ohio	0	0	5	0.0	0.0
22. Manitowoc, Wis.	**0**	**3**	**2**	**0.0**	**0.0**
23. Lockport, N. Y.	**0**	**2**	**3**	**0.0**	**0.0**
24. Hazel Park, Mich.	**0**	**2**	**1**	**0.0**	**0.0**
25. Fairmont, W. Va.	**0**	**1**	**4**	**0.0**	**0.0**
26. Shaker Heights, Ohio	**0**	**5**	**1**	**0.0**	**0.0**
27. Urbana, Ill.	0	0	2	0.0	0.0
28. Webster Groves, Mo.	0	0	2	0.0	0.0
29. Winona, Minn.	**0**	**2**	**1**	**0.0**	**0.0**
30. Park Forest, Ill.	0	0	1	0.0	0.0
31. Lackawanna, N. Y.	**0**	**1**	**1**	**0.0**	**0.0**
32. Wyandotte, Mich.	**1**	**2**	**6**	**0.4**	**2.2**
33. Yakima, Wash.	**1**	**3**	**1**	**0.4**	**2.5**
34. Redwood City, Calif.	**1**	**2**	**6**	**0.4**	**2.8**
35. Modesto, Calif.	**1**	**7**	**4**	**0.4**	**3.2**
36. Whittier, Calif.	**1**	**2**	**2**	**0.5**	**3.4**
37. Casper, Wyo.	1	1	1	0.5	3.1
38. Hutchinson, Kan.	**1**	**2**	**1**	**0.5**	**3.0**
39. Owensboro, Ky.	**1**	**2**	**2**	**0.5**	**2.5**
40. Sheboygan, Wis.	1	0	3	0.6	2.3
41. University City, Mo.	**1**	**4**	**3**	**0.6**	**2.3**
42. Danville, Va.	**1**	**5**	**6**	**0.6**	**2.2**
43. Champaign, Ill.	**1**	**2**	**3**	**0.6**	**2.2**
44. Danbury, Conn.	**1**	**3**	**5**	**0.6**	**2.6**
45. Gainesville, Fla.	**1**	**3**	**1**	**0.6**	**3.5**
46. Arlington, Mass.	1	0	1	0.6	2.3
47. Elmhurst, Ill.	**1**	**3**	**2**	**0.6**	**3.1**
48. Beloit, Wis.	**1**	**2**	**4**	**0.6**	**3.4**
49. Portsmouth, Ohio	**1**	**3**	**2**	**0.7**	**3.2**
50. Linden, N. J.	**1**	**5**	**3**	**0.7**	**3.0**
51. Maywood, Ill.	1	1	1	0.7	4.0
52. Mishawaka, Ind.	1	0	4	0.7	3.2
53. Ferndale, Mich.	**1**	**2**	**2**	**0.7**	**3.2**
54. Rome, Ga.	**1**	**2**	**3**	**0.7**	**3.4**
55. East Cleveland, Ohio	1	1	3	0.7	2.7
56. Mt. Clemens, Mich.	**1**	**3**	**2**	**0.7**	**4.3**
57. Benton Harbor, Mich.	**1**	**2**	**0**	**0.7**	**4.3**
58. Norwich, Conn.	1	0	2	0.7	2.8
59. Fair Lawn, N. J.	**1**	**2**	**1**	**0.7**	**4.0**
60. Fond du Lac, Wis.	**1**	**2**	**0**	**0.8**	**3.3**
61. Petersburg, Va.	1	1	2	0.8	3.1
62. Rahway, N. J.	1	1	2	0.8	4.1
63. Redlands,, Calif.	**1**	**2**	**9**	**0.8**	**4.2**
64. Oak Park, Mich.	1	0	2	0.9	3.4
65. Iowa City, Iowa.	**1**	**2**	**0**	**0.9**	**4.0**
66. Poughkeepsie, N. Y.	2	2	3	0.9	5.3
67. Freeport, Ill.	**1**	**2**	**1**	**0.9**	**4.3**
68. Lafayette, Ind.	2	1	1	0.9	5.4
69. Great Falls, Mont.	**2**	**4**	**0**	**0.9**	**4.7**
70. Amsterdam, N. Y.	**1**	**2**	**1**	**1.0**	**3.3**
71. Plainfield, N. J.	**2**	**3**	**1**	**1.0**	**4.6**
72. Garfield Hgths., Ohio	**1**	**7**	**3**	**1.0**	**3.1**
73. Elgin, Ill.	**2**	**4**	**4**	**1.0**	**4.5**
74. East Detroit, Mich.	2	0	3	1.0	5.1
75. High Point, N. C.	**2**	**5**	**2**	**1.0**	**5.0**
76. Eugene, Ore.	**3**	**4**	**3**	**1.0**	**7.0**
77. Parkersburg, W. Va.	2	1	1	1.1	7.0
78. Zanesville, Ohio	2	2	2	1.1	4.8
79. Maple Heights, Ohio	1	0	2	1.1	3.8
80. Richmond, Ind.	2	2	0	1.1	5.0
81. Billings, Mont.	3	2	0	1.1	8.5
82. Hagerstown, Md.	2	2	2	1.1	5.7
83. Easton, Pa.	2	1	2	1.1	5.5
84. Wauwatosa, Wis.	2	2	4	1.1	4.7
85. Enid, Okla.	2	1	1	1.1	5.9
86. Salina, Kan.	2	1	3	1.1	6.7
87. Annapolis, Md.	**1**	**2**	**1**	**1.1**	**4.3**
88. Oshkosh, Wis.	**2**	**4**	**5**	**1.2**	**5.0**
89. Marion, Ohio	**2**	**5**	**2**	**1.2**	**5.6**
90. Eau Claire, Wis.	2	2	1	1.2	6.0
91. Ventura, Calif.	**2**	**3**	**2**	**1.3**	**8.4**
92. Groton, Conn.	**1**	**4**	**2**	**1.3**	**4.0**
93. Belmont, Mass.	1	0	1	1.3	3.8
94. Rome, N. Y.	2	0	0	1.3	4.6
95. Granite City, Ill.	2	1	3	1.3	5.9
96. Wausau, Wis.	2	1	0	1.3	6.9
97. Sandusky, Ohio	**2**	**7**	**4**	**1.3**	**6.2**
98. Hamtramck, Mich.	**2**	**3**	**2**	**1.4**	**4.7**
99. Coral Gables, Fla.	**2**	**7**	**3**	**1.4**	**7.5**
100. Janesville, Wis.	2	2	1	1.4	6.9
101. South Euclid, Ohio	2	0	1	1.4	7.8
102. Clearwater, Fla.	**3**	**4**	**7**	**1.4**	**11.2**
103. Bloomington, Ill.	2	1	5	1.4	6.0
104. Cheyenne, Wyo.	3	1	2	1.4	7.8
105. Steubenville, Ohio	**2**	**4**	**3**	**1.4**	**5.6**
106. Mountain View, Calif.	**2**	**4**	**5**	**1.5**	**8.4**
107. Pasadena, Tex.	**3**	**5**	**2**	**1.5**	**6.9**
108. West Haven, Conn.	2	2	2	1.5	5.9
All cities in this group				1.5	7.0
109. Torrington, Conn.	2	2	2	1.6	7.2
110. Mason City, Iowa	**2**	**4**	**0**	**1.6**	**7.4**
111. National City, Calif.	**2**	**4**	**1**	**1.6**	**6.9**
112. Hackensack, N. J.	2	2	1	1.6	6.8
113. Provo, Utah	2	2	3	1.6	6.6
114. Teaneck, N. J.	**2**	**5**	**1**	**1.6**	**5.7**
115. La Crosse, Wis.	3	3	2	1.7	6.9
116. Minot, N. D.	2	0	2	1.7	8.7
117. Norman, Okla.	2	2	2	1.7	8.1
118. Pocatello, Idaho	**3**	**7**	**4**	**1.8**	**12.1**
119. New Kensington, Pa.	2	1	0	1.8	8.7
120. Burlington, Vt.	2	0	0	1.8	5.7
121. Aurora, Colo.	3	1	1	1.8	13.1
122. Burlington, N. C.	2	1	2	1.8	8.7
123. Oxnard, Calif.	3	2	1	1.8	9.5
124. Middletown, Conn.	**2**	**4**	**3**	**1.8**	**7.1**
125. Grand Forks, N. D.	2	0	1	1.9	7.7
126. Bloomington, Ind.	3	0	0	1.9	10.9
127. Everett, Wash.	4	3	3	1.9	12.5
128. Odessa, Tex.	5	3	4	1.9	12.3
129. Stratford, Conn.	3	2	6	2.0	7.4
130. Lewiston, Maine	2	2	5	2.0	5.3
131. Wilmington, N. C.	4	3	4	2.1	9.5
132. Appleton, Wis.	4	1	1	2.1	8.8
133. Port Huron, Mich.	4	2	2	2.1	11.3
134. West Orange, N. J.	**3**	**4**	**1**	**2.1**	**9.5**
135. Palo Alto, Calif.	6	0	3	2.1	13.6
136. Livonia, Mich.	4	4	8	2.2	8.9
137. Findlay, Ohio	3	2	1	2.2	11.4
138. Monrovia, Calif.	3	1	2	2.2	12.9
139. Ontario, Calif.	5	4	4	2.2	13.1
140. Baldwin Park, Calif.	3	2	1	2.3	10.1
141. St. Louis Pk., Minn.	3	0	2	2.3	8.5
142. Rock Hill, S. C.	3	2	3	2.3	9.8
143. Tyler, Tex.	6	2	5	2.3	14.4
144. Rapid City, S. D.	4	2	4	2.3	10.9
145. Allen Park, Mich.	3	3	1	2.3	8.2
146. St. Cloud, Minn.	3	2	1	2.4	10.1
147. Kokomo, Ind.	5	3	1	2.4	11.9
148. Richfield, Minn.	3	2	1	2.4	9.3
149. Bangor, Maine	3	3	2	2.6	8.2
150. Chicopee, Mass.	4	1	4	2.6	8.9
151. Vineland, N. J.	**4**	**7**	**3**	**2.6**	**13.2**
152. Warwick, R. I.	**5**	**6**	**5**	**2.7**	**12.7**
153. Sumter, S. C.	3	3	0	2.7	13.0
154. Galesburg, Ill.	4	2	0	2.7	12.9
155. Watertown, Mass.	3	0	3	2.7	8.4
156. Moline, Ill.	**5**	**8**	**4**	**2.8**	**13.9**
157. Southfield, Mich.	**3**	**4**	**3**	**2.8**	**12.2**
158. Superior, Wis.	3	1	5	2.8	9.3
159. Concord, N. H.	3	3	0	2.9	11.0
160. Daytona Beach, Fla.	5	4	3	2.9	15.1
161. Santa Clara, Calif.	5	5	6	3.0	12.6
162. Denton, Tex.	3	0	0	3.0	12.2
163. Fitchburg, Mass.	4	1	1	3.1	10.2
164. Revere, Mass.	3	3	7	3.2	8.3
165. Alton, Ill.	5	5	8	3.2	16.7
166. Highland Park, Ill.	3	1	0	3.2	13.0
167. Rock Island, Ill.	6	4	0	3.3	13.2
168. Quincy, Ill.	6	5	5	3.3	15.3
169. Watertown, N. Y.	4	2	2	3.3	12.2
170. Temple, Tex.	4	4	6	3.4	14.5
171. Middletown, Ohio	6	6	7	3.4	14.8
172. Manchester, Conn.	5	3	10	3.7	13.7
173. Hamden, Conn.	4	3	1	3.7	11.4
174. New London, Conn.	4	3	0	3.7	14.0
175. Spartanburg, S. C.	7	2	0	3.8	18.4
176. East Hartford, Conn.	6	4	5	4.0	17.5
177. Beverly Hills, Calif.	8	1	4	4.0	28.7
178. Wallingford, Conn.	4	3	2	4.1	16.6
179. Fremont, Calif.	**4**	**9**	**6**	**4.4**	**16.3**
180. East Lansing, Mich.	4	2	0	4.5	17.4
181. Kearny, N. J.	6	2	3	4.6	16.3
182. Roseville, Mich.	7	3	7	4.7	18.3
183. Fairfield, Conn.	7	6	4	5.4	18.5
184. Vallejo, Calif.	11	3	1	5.6	27.3
185. Highland Park, Mich.	8	4	6	5.6	18.8
186. Florence, S. C.	7	1	3	5.7	26.8

Group IX (10,000 to 25,000)

1. Santa Cruz, Calif.	**0**	4	**1**	**0.0**	**0.0**
2. Austin, Minn.	**0**	**1**	**0**	**0.0**	**0.0**
3. Lodi, Calif.	**0**	**1**	**0**	**0.0**	**0.0**
4. El Cerrito, Calif.	**0**	**1**	**1**	**0.0**	**0.0**
5. Lawrence, Kan.	**0**	**1**	**2**	**0.0**	**0.0**
6. Edina, Minn.	0	0	2	0.0	0.0
7. Covina, Calif.	**0**	**1**	**1**	**0.0**	**0.0**
8. Bartlesville, Okla.	**0**	**4**	**0**	**0.0**	**0.0**
9. Pampa, Tex.	**0**	**2**	**2**	**0.0**	**0.0**
10. Frederick, Md.	0	0	1	0.0	0.0
11. Napa, Calif.	**0**	**2**	**11**	**0.0**	**0.0**
12. Traverse City, Mich.	0	0	2	0.0	0.0
13. Ames, Iowa	**0**	**1**	**0**	**0.0**	**0.0**
14. Great Bend, Kan.	**0**	**1**	**0**	**0.0**	**0.0**
15. Endicott, N. Y.	**0**	**1**	**1**	**0.0**	**0.0**
16. Richland, Wash.	**0**	**1**	**0**	**0.0**	**0.0**
17. Uniontown, Pa.	**0**	**1**	**0**	**0.0**	**0.0**
18. Owosso, Mich.	**0**	**1**	**3**	**0.0**	**0.0**
19. Wheaton, Ill.	**0**	**2**	**1**	**0.0**	**0.0**
20. Hibbing, Minn.	0	0	0	0.0	0.0
21. North Platte, Neb.	0	0	0	0.0	0.0
22. Muscatine, Iowa	0	0	2	0.0	0.0
23. Corvallis, Ore.	**0**	**1**	**0**	**0.0**	**0.0**
24. Coffeyville, Kan.	**0**	**2**	**2**	**0.0**	**0.0**
25. Floral Park, N. Y.	0	0	0	0.0	0.0
26. Whitefish Bay, Wis.	**0**	**1**	**0**	**0.0**	**0.0**
27. Morristown, N. J.	**0**	**4**	**1**	**0.0**	**0.0**
28. Ada, Okla.	0	0	2	0.0	0.0
29. Streator, Ill.	0	0	1	0.0	0.0
30. So. Portland, Maine	**0**	**3**	**2**	**0.0**	**0.0**
31. Emporia, Kan.	0	0	0	0.0	0.0
32. Meadville, Pa.	0	0	0	0.0	0.0
33. Ashland, Ohio	**0**	**1**	**1**	**0.0**	**0.0**
34. Johnson City, N. Y.	**0**	**1**	**1**	**0.0**	**0.0**
35. East Haven, Conn.	0	0	1	0.0	0.0
36. Evergreen Park, Ill.	**0**	**2**	**2**	**0.0**	**0.0**
37. Stillwater, Okla.	**0**	**3**	**1**	**0.0**	**0.0**
38. La Grange, Ill.	0	0	0	0.0	0.0
39. Elmwood Park, Ill.	**0**	**2**	**0**	**0.0**	**0.0**
40. Las Cruces, N. M.	**0**	**3**	**5**	**0.0**	**0.0**
41. Shorewood, Wis.	**0**	**2**	**1**	**0.0**	**0.0**
42. Pittsburg, Calif.	0	0	0	0.0	0.0
43. Statesville, N. C.	**0**	**3**	**3**	**0.0**	**0.0**
44. Valparaiso, Ind.	**0**	**1**	**0**	**0.0**	**0.0**
45. Defiance, Ohio	0	0	0	0.0	0.0
46. Newton, Kan.	**0**	**1**	**0**	**0.0**	**0.0**
47. Antioch, Calif.	**0**	**1**	**1**	**0.0**	**0.0**
48. Fostoria, Ohio	0	0	1	0.0	0.0
49. Brookfield, Ill.	**0**	**1**	**1**	**0.0**	**0.0**
50. Bedford, Ind.	0	0	1	0.0	0.0
51. Bloomington, Minn.	**0**	**6**	**1**	**0.0**	**0.0**
52. Highland Park, Tex.	**0**	**2**	**0**	**0.0**	**0.0**
53. Kenmore, N. Y.	0	0	2	0.0	0.0
54. Windham, Conn.	**0**	**6**	**2**	**0.0**	**0.0**
55. Santa Paula, Calif.	**0**	**2**	**0**	**0.0**	**0.0**
56. Villa Park, Ill.	**0**	**1**	**0**	**0.0**	**0.0**
57. St. Joseph, Mich.	0	0	0	0.0	0.0
58. Owatonna, Minn.	0	0	0	0.0	0.0
59. Wethersfield, Conn.	**0**	**1**	**5**	**0.0**	**0.0**
60. Hanford, Calif.	0	0	0	0.0	0.0
61. Fergus Falls, Minn.	0	0	0	0.0	0.0
62. Wisconsin Rpds., Wis.	0	0	0	0.0	0.0
63. Mt. Pleasant, Mich.	**0**	**1**	**0**	**0.0**	**0.0**
64. Livermore, Calif.	**0**	**1**	**2**	**0.0**	**0.0**
65. Prescott, Ariz.	**0**	**1**	**2**	**0.0**	**0.0**
66. Enfield, Conn.	0	0	2	0.0	0.0
67. Moses Lake, Wash.	**0**	**1**	**2**	**0.0**	**0.0**
68. Garden City, Kan.	0	0	0	0.0	0.0
69. Martinsburg, W. Va.	0	0	5	0.0	0.0
70. State College, Pa.	0	0	3	0.0	0.0
71. Brawley, Calif.	**0**	**2**	**1**	**0.0**	**0.0**
72. Houma, La.	**0**	**1**	**1**	**0.0**	**0.0**
73. Jennings, Mo.	0	0	1	0.0	0.0
74. Suffolk, Va.	0	0	1	0.0	0.0
75. Plymouth, Mich.	0	0	1	0.0	0.0
76. Mitchell, S. D.	0	0	0	0.0	0.0
77. Menasha, Wis.	**0**	**1**	**0**	**0.0**	**0.0**
78. Van Wert, Ohio	0	0	0	0.0	0.0
79. Bellefontaine, Ohio	0	0	1	0.0	0.0
80. Virginia, Minn.	0	0	0	0.0	0.0
81. Albion, Mich.	**0**	**1**	**0**	**0.0**	**0.0**
82. Circleville, Ohio	0	0	1	0.0	0.0
83. North Olmsted, Ohio	**0**	**1**	**0**	**0.0**	**0.0**
84. Red Wing, Minn.	**0**	**1**	**0**	**0.0**	**0.0**
85. Hays, Kan.	0	0	0	0.0	0.0
86. Covington, Va.	0	0	0	0.0	0.0
87. Hornell, N. Y.	0	0	0	0.0	0.0
88. Reidsville, N. C.	0	0	2	0.0	0.0
89. Grosse Pt. Wds., Mich.	0	0	1	0.0	0.0
90. Cudahy, Wis.	**0**	**1**	**4**	**0.0**	**0.0**
91. Moscow, Idaho	0	0	0	0.0	0.0
92. Bay Village, Ohio	**0**	**1**	**0**	**0.0**	**0.0**

	Eleven Months 1959	1958	1957	1959 Reg. Rate	1959 Pop. Rate
93. Menominee, Mich.	**0**	**1**	**0**	**0.0**	**0.0**
94. Ecorse, Mich.	0	0	2	0.0	0.0
95. Cambridge, Md.	**0**	**1**	**1**	**0.0**	**0.0**
96. Pasific Grove, Calif.	0	0	0	0.0	0.0
97. Fairfield, Calif.	0	0	0	0.0	0.0
98. Ironwood, Mich.	0	0	1	0.0	0.0
99. Henderson, N. C.	**0**	**2**	**1**	**0.0**	**0.0**
100. Grosse Pte. Pk., Mich.	0	0	2	0.0	0.0
101. Fort Thomas, Ky.	**0**	**1**	**2**	**0.0**	**0.0**
102. La Grange Park, Ill.	0	0	0	0.0	0.0
103. Bellaire, Ohio	**0**	**1**	**1**	**0.0**	**0.0**
104. La Salle, Ill.	0	0	1	0.0	0.0
105. Maumee, Ohio	0	0	1	0.0	0.0
106. Beacon, N. Y.	**0**	**2**	**2**	**0.0**	**0.0**
107. Ridgefield Pk., N. J.	0	0	2	0.0	0.0
108. Derby, Conn.	**0**	**1**	**1**	**0.0**	**0.0**
109. Webster, Mass.	0	0	0	0.0	0.0
110. Fairfield, Ala.	0	0	0	0.0	0.0
111. Ashland, Wis.	**0**	**1**	**0**	**0.0**	**0.0**
112. Donora, Pa.	0	0	0	0.0	0.0
113. Boulder, Colo.	1	1	2	0.6	4.5
114. Englewood, Colo.	1	1	0	0.7	4.8
115. Greeley, Colo.	**1**	**2**	**4**	**0.7**	**4.5**
116. Victoria, Tex.	1	0	4	0.8	4.9
117. Fort Myers, Fla.	1	1	0	0.8	6.2
118. Ponca City, Okla.	1	0	3	0.8	4.7
119. Ypsilanti, Mich.	1	1	2	0.8	4.8
120. Orange, Calif.	**1**	**2**	**4**	**0.8**	**5.1**
121. Klamath Falls, Ore.	1	0	4	0.9	5.7
122. La Porte, Ind.	**1**	**3**	**3**	**0.9**	**4.7**
123. Lake Worth, Fla.	**1**	**2**	**8**	**0.9**	**7.1**
124. Butler, Pa.	1	1	3	0.9	4.5
125. Sherman, Tex.	1	1	3	0.9	4.9
126. Bell, Calif.	1	0	1	0.9	5.9
127. Kingsport, Tenn.	1	0	0	0.9	4.4
128. Renton, Wash.	1	1	1	1.0	6.4
129. Lufkin, Tex.	**1**	**2**	**0**	**1.0**	**6.3**
130. Fremont, Ohio	1	0	1	1.0	5.6
131. Manhattan, Kan.	1	0	2	1.0	5.7
132. Monterey, Calif.	1	1	3	1.0	5.0
133. Aberdeen, S. D.	**1**	**2**	**2**	**1.1**	**4.9**
134. Cranford, N. J.	1	0	1	1.1	4.8
135. Pittsburg, Kan.	1	0	0	1.1	5.2
136. Marietta, Ohio	1	1	1	1.1	6.2
137. Xenia, Ohio	**1**	**2**	**2**	**1.2**	**6.5**
138. Oswego, N. Y.	1	1	2	1.2	4.8
139. Chico, Calif.	**1**	**2**	**0**	**1.2**	**8.7**
140. Connersville, Ind.	**1**	**2**	**0**	**1.2**	**6.2**
141. Sterling, Ill.	1	0	0	1.2	7.2
142. Moorhead, Minn.	**1**	**2**	**0**	**1.2**	**6.1**
143. Leominster, Mass.	**1**	**2**	**2**	**1.2**	**4.4**
144. Homewood, Ala.	**1**	**2**	**2**	**1.2**	**6.1**
145. Glenview, Ill.	1	1	1	1.2	7.4
146. Yuma, Ariz.	1	0	2	1.2	8.6
147. Massena, N. Y.	**1**	**2**	**2**	**1.3**	**6.6**
148. Fairborn, Ohio	1	1	0	1.3	6.3
149. Collingswood, N. J.	**1**	**2**	**1**	**1.3**	**6.1**
150. Cape Girardeau, Mo.	1	0	1	1.3	5.0
151. Brainerd, Minn.	1	0	1	1.3	8.7
152. New Bern, N. C.	**1**	**2**	**3**	**1.3**	**5.8**
153. El Dorado, Kan.	1	0	3	1.3	9.2
154. McAlester, Okla.	1	1	2	1.4	6.1
155. Greenwood, Miss.	1	0	1	1.4	5.6
156. Pompano Beach, Fla.	1	0	3	1.4	9.1
157. Goshen, Ind.	1	1	0	1.4	8.3
158. Rocky River, Ohio	1	0	0	1.4	6.9
159. Bristol, Vt.	1	1	0	0.4	6.1
160. Pasco, Wash.	1	1	1	1.4	7.8
161. Yuba City, Calif.	**1**	**2**	**1**	**1.4**	**10.6**
162. Medford, Ore.	2	1	3	1.5	9.8
163. Grand Island, Neb.	2	2	1	1.5	8.8
164. Rialto, Calif.	**1**	**7**	**1**	**1.5**	**7.1**
165. Astoria, Ore.	1	1	2	1.5	8.9
166. Waynesboro, Va.	1	0	3	1.5	7.4
167. Winfield, Kan.	1	1	0	1.5	10.4
168. Hawthorne, N. J.	1	0	3	1.5	6.9
169. Vernon, Conn.	**1**	**2**	**1**	**1.5**	**6.5**
All cities in this group				1.5	7.7
170. Branford, Conn.	1	0	1	1.6	7.5
171. Watertown, Wis.	1	1	5	1.6	8.4
172. Griffin, Ga.	1	0	0	1.6	7.8
173. Winnetka, Ill.	1	1	1	1.6	8.1
174. Marshfield, Wis.	**1**	**4**	**0**	**1.6**	**8.0**
175. Albany, Calif.	1	1	3	1.6	6.2
176. Atchison, Kan.	1	1	0	1.6	8.5
177. Logan, Utah	**1**	**3**	**0**	**1.6**	**6.5**
178. Rye, N. Y.	1	1	3	1.6	7.8
179. Lamesa, Tex.	1	0	0	1.6	10.2
180. Conneaut, Ohio	1	0	0	1.6	9.2
181. Escanaba, Mich.	1	0	1	1.7	7.2
182. Beaver Dam, Wis.	1	0	1	1.7	9.1
183. Gardner, Mass.	**1**	**2**	**0**	**1.7**	**5.4**
184. Dover, Ohio	**1**	**3**	**3**	**1.8**	**10.1**
185. Ansonia, Conn.	1	0	2	1.8	5.5
186. Bowling Green, Ohio	1	1	1	1.8	7.4
187. Bismarck, N. D.	2	1	0	1.8	9.9
188. Central Falls, R. I.	1	0	0	1.8	4.6
189. Elizabeth City, N. C.	1	1	1	1.8	8.6
190. University Hgts., Ohio	1	1	0	1.9	6.8
191. Charles City, Iowa	1	0	1	1.9	10.6
192. Winchester, Conn.	1	1	1	1.9	9.2
193. Ocala, Fla.	**2**	**3**	**3**	**2.0**	**15.2**
194. Niles, Mich.	2	1	3	2.0	12.0
195. Cadillac, Mich.	1	0	0	2.0	10.5
196. Denison, Tex.	**2**	**3**	**1**	**2.1**	**10.5**
197. Southington, Conn.	**1**	**3**	**4**	**2.1**	**6.4**
198. Waukesha, Wis.	3	0	0	2.1	13.5
199. Two Rivers, Wis.	1	0	0	2.1	9.5
200. Jeffersonville, Ind.	2	1	0	2.1	11.0
201. Wilmette, Ill.	2	2	1	2.1	8.8
202. Milford, Mass.	1	1	1	2.1	7.0
203. Salisbury, N. C.	2	1	5	2.2	10.4
204. Stoughton, Mass.	**1**	**3**	**2**	**2.2**	**7.9**
205. Albert Lea, Minn.	2	0	3	2.2	16.1
206. Mansfield, Conn.	1	0	1	2.2	9.4
207. Auburn, Mass.	1	1	3	2.3	8.8
208. Westlake, Ohio	1	1	3	2.3	10.2
209. Colton, Calif.	**2**	**3**	**3**	**2.3**	**11.5**
210. Texarkana, Ark.	2	2	2	2.4	11.1
211. Longview, Wash.	3	3	1	2.4	14.0

TRAFFIC DEATHS—STATE RECORDS

Deaths are reported by state traffic authorities.

All figures are preliminary. To insure proper comparisons, 1958 and 1957 figures cover the same reporting period as those for 1959.

Population Rate: U. S. population rate is the estimated annual number of deaths per 100,000 population, assuming that deaths for the rest of the year will follow the normal seasonal pattern. State population rate is the estimated annual number of deaths per 100,000 population, assuming that the monthly average of deaths will remain at the present average for the rest of the year. Population rates are based on July 1, 1958, population estimates, U. S. Bureau of the Census, Washington, D. C.

States shown in heavy type have improved in 1959 compared with 1958, or showed no change.

Mileage Rate: The number of deaths per 100 million vehicle miles of travel.

(Figures in parentheses following the 1959 mileage rate indicate the number of months for which the mileage rate is calculated for each state.)

	Months Reported	Deaths Identical Periods 1959	1958	1957	% Change 1958 to 1959	% Change 1957 to 1959	1959 Pop. Rate	1959 Mile. Rate	
TOTAL U.S.	11	34,030	33,380	34,927	+ 2%	— 3%	21.8	5.4	(11)
Ala.	11	734	743	**801**	**— 1%**	**— 8%**	**25.3**	**6.9**	**(7)**
Alaska	11	33	25	—	+ 32%	—	18.8	—	—
Ariz.	11	449	437	405	+ 3%	+ 11%	41.7	8.8	(8)
Ark.	11	426	400	451	+ 7%	— 6%	26.6	6.3	(7)
Calif.	11	3,236	3,163	3,312	+ 2%	— 2%	24.7	5.1	(7)
Colo.	11	**373**	**374**	**326**	**— *%**	**+ 14%**	**24.6**	**4.4**	**(5)**
Conn.	11	217	216	256	+ *%	— 15%	10.0	2.4	(8)
Del.	11	**77**	**79**	**82**	**— 3%**	**— 6%**	**18.9**	**3.5**	**(6)**
D. of C.	11	**55**	**55**	**55**	**0%**	**0%**	**7.2**	**2.5**	**(7)**
Fla.	11	**978**	**1,000**	**948**	**— 2%**	**+ 3%**	**23.6**	**5.1**	**(7)**
Ga.	11	891	826	884	+ 8%	+ 1%	25.7	6.2	(8)
Idaho	11	**197**	**250**	**189**	**— 21%**	**+ 4%**	**32.9**	**6.7**	**(7)**
Ill.	11	**1,601**	**1,674**	**1,896**	**— 4%**	**— 16%**	**17.5**	**4.4**	**(6)**
Ind.	11	994	946	1,038	+ 5%	— 4%	23.7	4.9	(8)
Ia.	11	609	539	618	+ 13%	— 1%	23.9	4.9	(8)
Kan.	11	524	506	513	+ 4%	+ 2%	27.1	5.7	(7)
Ky.	11	**673**	**696**	**716**	**— 3%**	**— 6%**	**25.8**	**6.8**	**(7)**
La.	11	**599**	**699**	**712**	**— 14%**	**— 16%**	**21.0**	**5.7**	**(8)**
Maine	11	**127**	**178**	**136**	**— 29%**	**— 7%**	**14.7**	**3.2**	**(8)**
Md.	11	475	449	512	+ 6%	— 7%	17.5	4.8	(7)
Mass.	11	**498**	**506**	**453**	**— 2%**	**+ 10%**	**11.1**	**3.0**	**(7)**
Mich.	11	1,288	1,197	1,329	+ 8%	— 3%	17.9	4.1	(7)
Minn.	11	**581**	**645**	**623**	**— 10%**	**— 7%**	**19.0**	**3.9**	**(7)**
Miss.	11	**483**	**483**	**456**	**0%**	**+ 6%**	**24.4**	**6.5**	**(8)**
Mo.	11	890	856	887	+ 4%	+ *%	25.0	4.4	(7)
Mont.	11	219	181	183	+ 21%	+ 20%	35.4	6.5	(7)
Neb.	11	**306**	**313**	**266**	**— 2%**	**+ 15%**	**23.3**	**4.3**	**(7)**
Nev.	11	169	128	131	+ 32%	+ 29%	67.6	8.9	(6)
N. H.	11	111	89	84	+ 25%	+ 32%	20.8	4.8	(8)
N. J.	11	691	682	749	+ 1%	— 8%	13.0	2.9	(7)
N. M.	11	411	361	394	+ 14%	+ 4%	52.4	8.6	(7)
N. Y.	11	1,986	1,895	1,947	+ 5%	+ 2%	13.3	4.4	(7)
N. C.	11	1,064	967	976	+ 10%	+ 9%	26.0	6.4	(8)
N. D.	11	158	145	130	+ 9%	+ 22%	27.0	7.2	(7)
Ohio	11	1,651	1,630	1,823	+ 1%	— 9%	18.9	3.9	(7)
Okla.	11	**576**	**614**	**625**	**— 6%**	**— 8%**	**27.9**	**5.7**	**(7)**
Ore.	11	427	400	401	+ 7%	+ 6%	26.7	5.2	(7)
Pa.	11	**1,496**	**1,512**	**1,519**	**— 1%**	**— 2%**	**14.6**	**4.0**	**(7)**
R. I.	11	82	67	69	+ 22%	+ 19%	10.3	2.7	(8)
S. C.	11	597	542	666	+ 10%	— 10%	27.2	6.6	(7)
S. D.	11	**200**	**225**	**167**	**— 11%**	**+ 20%**	**31.9**	**5.8**	**(8)**
Tenn.	11	674	656	626	+ 3%	+ 8%	21.2	5.1	(7)
Tex.	11	2,192	2,059	2,283	+ 6%	— 4%	25.6	5.0	(7)
Utah	11	185	174	194	+ 6%	— 5%	23.5	4.7	(7)
Vt.	11	79	73	95	+ 8%	— 17%	23.1	5.7	(8)
Va.	11	**755**	**759**	**823**	**— 1%**	**— 8%**	**21.1**	**5.0**	**(8)**
Wash.	11	**485**	**507**	**483**	**— 4%**	**+ *%**	**19.1**	**4.4**	**(7)**
W. Va.	11	374	352	424	+ 6%	— 12%	20.8	6.8	(7)
Wis.	11	751	747	832	+ 1%	— 10%	20.8	4.9	(7)
Wyo.	11	155	127	142	+ 22%	+ 9%	53.7	8.1	(8)
Hawaii	11	85	—	—	—	—	14.7	—	—
P. R.‡	11	**236**	**264**	**209**	**— 11%**	**+ 13%**	**11.1**	**—**	**—**
V. I.†	11	6	5	—	+ 20%	—	25.9	—	—
CANADIAN PROVINCES									
Alta.	9	**178**	**238**	**172**	**— 25%**	**+ 3%**	**20.4**	**—**	**—**
B. C.	9	226	192	168	+ 18%	+ 35%	20.2	—	—
Man.	10	125	99	108	+ 26%	+ 16%	17.4	—	—
Sask.	10	138	111	101	+ 24%	+ 37%	17.2	—	—

*Less than .5%
‡Commonwealth of Puerto Rico
†Virgin Islands

	Eleven Months 1959	1958	1957	1959 Reg. Rate	1959 Pop. Rate
212. Hollywood, Fla.	4	1	3	2.4	19.1
213. Cedar Falls, Iowa	2	0	1	2.4	12.2
214. Berkley, Mich.	2	0	5	2.5	9.5
215. Carlsbad, N. M.	3	1	2	2.5	16.6
216. Pendleton, Ore.	2	0	0	2.6	14.3
217. Watertown, Conn.	1	0	1	2.6	8.1
218. So. Milwaukee, Wis.	2	0	3	2.6	14.0
219. Los Altos, Calif.	3	0	5	2.6	16.8
220. Arkansas City, Kan.	2	0	1	2.7	15.5
221. La Mesa, Calif.	4	1	2	2.7	18.6
222. Stevens Point, Wis.	2	0	0	2.8	12.5
223. Marquette, Mich.	2	0	1	2.8	11.7
224. Takoma Park, Md.	1	0	0	2.8	7.0
225. Corona, Calif.	2	2	2	2.8	17.2
226. Holland, Mich.	3	2	3	2.8	16.8
227. Tempe, Ariz.	2	0	2	2.9	17.4
228. East Moline, Ill.	2	0	2	2.9	14.2
229. Boone, Iowa	2	0	1	2.9	17.9
230. Faribault, Minn.	2	1	0	2.9	13.5
231. Merced, Calif.	4	3	2	2.9	21.4
232. The Dalles, Ore.	2	0	1	2.9	19.3
233. Sault Ste. Marie, Mich.	2	2	3	3.0	11.1
234. Norfolk, Neb.	2	0	0	3.0	17.2
235. Canton, Ill.	2	0	0	3.1	18.3
236. Mamaroneck, N. Y.	2	0	0	3.1	12.8
237. So. Orange, N. J.	2	2	0	3.1	13.5
238. Shelton, Conn.	**2**	**5**	**1**	**3.1**	**13.1**
239. Garland, Tex.	4	1	3	3.1	19.6
240. North Adams, Mass.	2	0	0	3.1	10.1
241. Sedalia, Mo.	3	0	0	3.2	15.4
242. Muskegon Hts., Mich.	2	0	2	3.2	9.4
243. Hopewell, Va.	2	1	1	3.2	11.5
244. Brownwood, Tex.	3	1	0	3.3	16.2
245. Wooster, Ohio	3	1	1	3.4	19.2
246. Madison Hgts., Mich.	2	1	0	3.5	10.2
247. Mesa, Ariz.	5	1	3	3.6	25.0
248. Oceanside, Calif.	**3**	**5**	**8**	**3.7**	**16.0**
249. Caldwell, Idaho	3	1	1	3.7	27.9
250. Peru, Ind.	3	0	0	3.8	21.7
251. Augusta, Maine	**3**	**6**	**1**	**3.8**	**13.2**
252. Windsor, Conn.	**2**	**5**	**2**	**3.8**	**13.1**
253. Marinette, Wis.	2	1	1	3.8	15.4
254. Woodland, Calif.	3	0	1	3.9	28.2
255. Du Bois, Pa.	2	0	0	3.9	19.0
256. Kinston, N. C.	4	1	0	4.0	19.3
257. North Chicago, Ill.	**2**	**3**	**2**	**4.0**	**12.1**
258. Bemidji, Minn.	2	0	0	4.1	21.8
259. Borger, Tex.	4	2	2	4.1	24.1
260. Los Alamos, N. M.	2	0	1	4.1	16.3
261. Westport, Conn.	3	2	2	4.2	19.2
262. Darien, Conn.	3	0	6	4.3	20.8
263. Stonington, Conn.	2	0	2	4.3	13.3
264. Monroe, N. C.	2	1	1	4.3	20.8
265. Needham, Mass.	3	3	3	4.5	15.1
266. W. Springfield, Mass.	4	4	1	4.6	19.0
267. Kennewick, Wash.	4	0	3	4.9	31.8
268. Ft. Pierce, Fla.	7	5	2	5.3	40.4
269. River Rouge, Mich.	3	0	0	5.3	15.4
270. Plainview, Tex.	5	0	0	5.3	33.7
271. Killingly, Conn.	2	0	4	5.8	18.5
272. Alpena, Mich.	5	0	2	6.1	35.7
273. West Lafayette, Ind.	3	1	0	6.4	25.0
274. Dyersburg, Tenn.	3	1	2	6.4	30.0
275. Goldsboro, N. C.	6	2	6	6.5	30.5
276. Martinsville, Va.	6	0	1	6.6	34.5
277. Niles, Ohio	5	0	1	6.9	28.0
278. Attleboro, Mass.	5	3	0	7.2	21.9
279. Naugatuck, Conn.	5	0	2	7.4	29.9
280. Calumet City, Ill.	6	5	5	7.6	29.1
281. River Forest, Ill.	4	0	1	7.9	40.4
282. Huntington Bch., Cal.	10	3	5	21.6	109.1
CANADIAN CITIES					
Toronto, Ont.	86	108	110	—	6.3
Hamilton, Ont.	16	16	24	—	7.2
Vancouver, B. C.	28	29	29	—	7.6
London, Ont.	9	5	13	—	9.7
Montreal, Que.	117	106	133	—	11.5

Engineering Seminar

Methods of reducing expanding motor vehicle traffic problems through improved research, control, and planning, will highlight discussions at an intensive three-week traffic engineering seminar to be held March 7-25, 1960, at the Traffic Institute of Northwestern University, Evanston, Illinois.

MOTOR VEHICLE DEATHS AND INJURIES BY STATES 1959 and 1958

Forty-five states and the District of Columbia have reported their death and injury experience for six to ten months of 1959.

The table below shows all of the injury data reported by each state, but little information is available on precisely what injuries are included in each state's tabulation.

Differences in the ratio of injuries to deaths probably reflect primarily differences in the extent to which all injuries are reported. Other factors are undoubtedly involved, such as: (1) a few states omit some or all of the injuries in urban accidents; (2) there are large differences between states in the proportion of travel which is in urban area (the injury-death ratio for urban accidents is about four times the ratio for rural accidents).

The question of what injuries are being reported applies with equal force to the per cent change in injuries from 1958 to 1959. Any tightening up of police administration, any emphasis on "get all the injuries" is almost certain to bring about an increase in reported injuries, but probably only in minor ones. Similarly, instructions to "skip the scratches" probably would result in a decrease in recorded cases in many states. Introduction of financial responsibility laws has been observed to increase reported injuries sharply. Even the public's increased claims-consciousness is regarded by many people as an element in the growing number of injuries reported. With such factors operating to destroy comparability, indicated changes in the number of injuries should not be considered as reliable.

	Months Reported	Deaths†† 1959	Deaths†† 1958	Injuries†† 1959	Injuries†† 1958	% Change 1958 to 1959 Deaths	% Change 1958 to 1959 Injuries	1959 Ratio of Injuries to Deaths
TOTAL U.S.	**	25,410#	24,558#	1,058,662	1,001,048	+ 3#	+ 6	42
Ala.	10	665	636	3,984†	3,995†	+ 5	— *	6
Ariz.	7	320	270	5,942	5,045	+ 19	+ 18	19
Ark.	10	392	355	2,953	2,879	+ 10	+ 3	8
Calif.	9	2,558	2,526	104,308	99,155	+ 1	+ 5	41
Colo.	8	265	242	9,019	7,818	+ 10	+ 15	34
Conn.	8	151	135	13,355	13,781	+ 12	— 3	88
Del.	10	65	74	2,308	1,965	— 12	+ 17	36
D. of C.	10	50	47	6,672	5,878	+ 6	+ 14	133
Fla.	9	781	817	29,674	24,160	— 4	+ 23	38
Ga.	10	807	742	14,337	12,691	+ 9	+ 13	18
Idaho	7	124	138	2,833	2,817	— 10	+ 1	23
Ill.	9	1,252	1,279	73,973	71,724	— 2	+ 3	59
Ind.	9	791	727	26,667	26,532	+ 9	+ 1	34
Iowa	6	307	256	8,595	8,825	+ 20	— 3	28
Kan.	9	433	395	11,711	11,324	+ 10	+ 3	27
Ky.	9	542	559	11,598	10,955	— 3	+ 6	21
La.	10	528	638	7,173†	6,610†	— 17	+ 9	14
Maine	10	116	157	5,425	5,537	— 26	— 2	47
Md.	9	397	366	15,372	13,794	+ 8	+ 11	39
Mass.	6	242	253	43,993	44,276	— 4	— 1	182
Mich.	10	1,134	1,046	51,220	44,827	+ 8	+ 14	45
Minn.	10	514	570	23,008	21,341	— 10	+ 8	45
Miss.	7	298	265	4,052	3,756	+ 12	+ 8	14
Mo.	10	787	760	10,210	9,416	+ 4	+ 8	13
Mont.	9	177	144	2,257	2,004	+ 23	+ 13	13
Neb.	9	256	236	7,804	7,138	+ 8	+ 9	30
Nev.								
N. H.	10	100	77	5,158	4,786	+ 30	+ 8	52
N. J.	8	470	463	43,628	38,113	+ 2	+ 14	93
N. M.	10	377	328	4,548	4,440	+ 15	+ 2	12
N. Y.	9	1,580	1,488	202,071	198,412	+ 7	+ 2	127
N. C.	9	848	737	17,679	14,991	+ 15	+ 18	21
N. D.	7	94	85	1,614	1,528	+ 11	+ 6	17
Ohio	10	1,483	1,462	63,206	61,733	+ 1	+ 2	43
Okla.	9	467	490	11,451	10,746	— 5	+ 7	25
Ore.	10	386	359	15,910	13,361	+ 8	+ 19	41
Pa.	8	1,005	1,032	55,778	58,622	— 3	— 5	56
R. I.	7	47	41	5,078	4,766	+ 15	+ 7	108
S. C.	9	463	401	7,165	7,580	+ 15	— 5	15
S. D.								
Tenn.	9	537	523	12,303	10,800	+ 3	+ 14	23
Tex.	10	1,940	1,858	60,183	52,437	+ 4	+ 15	31
Utah	8	124	128	3,865	3,634	— 3	+ 6	31
Vt.	10	76	67	2,689	2,404	+ 13	+ 12	35
Va.	9	622	611	18,960	17,367	+ 2	+ 9	30
Wash.	9	383	392	21,215	19,861	— 2	+ 7	55
W. Va.	9	301	264	5,830	5,306	+ 14	+ 10	19
Wis.								
Wyo.	10	146	119	1,888	1,918	+ 23	— 2	13
P. R.‡	9	187	218	8,749	7,460	— 14	+ 17	47
V. I.¶	10	6	4	160	169	+ 50	— 5	27

†Rural injuries only.

††All figures are preliminary. To insure proper comparisons, 1958 figures cover the same reporting period as those for 1959.

*Less than .5%

**Death and injury totals cover reports for all months indicated in this column.

#Death totals and changes differ from national figures because those shown here are based on the states and months for which injury data are reported.

‡Commonwealth of Puerto Rico.

¶Virgin Islands.

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Accidents

1958 Traffic Accidents and Accident Rates on State Highway Systems. 1959, 207 pp. Oregon State Highway Dept., Salem, Oregon. (Technical Report No. 59-2). Price $2.00.

Automobiles

New Features Bring Added Safety in 1960 Models—Convenience and Comfort Also Increased. *Automotive Safety,* Nov., 1959, p.2.

New Vehicles Are Backed By 30 Million Test Miles—Electronics Advance Proving Ground Studies. *Automotive Safety,* Nov., 1959, p.3.

Commercial Vehicles

Good Safety Record Comes From Intelligent Program, Not Luck. Marvin Rosenzweig, *Taxicab Industry/Auto Rental News,* Nov., 1959, p.18.

("Time is the most important concept in safety. If you haven't time to devote to safety, how can you expect your drivers to take the time to drive safely.")

How To Use Fleet Colors As Customer-Catchers. *Fleet Owner,* Dec., 1959, p.111, 114, 119 and 122.

(Includes comments on safety of trucks due to visibility.)

Full-Scale Driver-Selection Program Rewards Fleet In Dollars and Cents. *Taxicab Industry/Auto Rental News,* Oct., 1959, p.11, 14.

Safety-Minded Florida Fleet Sees Driver Education Pay Off in Big Way. *Taxicab Industry/Auto Rental News,* Oct., 1959, p.26, 28.

Drivers and Driving

How to Build Lightweight Portable Driver-Testing Course. *Fleet Owner,* Dec., 1959, p.85-86. (Data Sheet No. 122)

Vision Research Report (Progress Report). Procedures and Analysis Section for and in Cooperation with the Division of Driver Licenses and Division of Field Operation. Oct., 1959. Department of Motor Vehicles, Sacramento 7, Calif. (Research Report No. 2)

(Principal objective of the study was to determine the relationship, if any, between visual acuity and the driving experience of the applicants. This report presents tentative conclusions which could be substantially modified as research continues.)

Engineering

Engineering for Safety. *Traffic Digest and Review,* Oct., 1959, p.9-10.

(Solution to bridge approach cuts accidents.)

Highways

Promoting Safe Driving on 80 m.p.h. Kansas Turnpike. L. W. Newcomer. *Better Roads,* Nov., 1959, p.20-22, 44.

(Kansas now has 80 m.p.h. on its modern four-lane divided toll road, but with built-in safety features and strict enforcement their safety record is good.)

TV Control May Solve Expressway Congestion Problem—Detroit Embarks on Unique Experiment. *Automotive Safety,* Nov., 1959, p.6.

Lighting

Tunnel Lighting. Harold Skootsky and John R. Brass. *California Highways and Public Works,* Sept.-Oct., 1959, p.43-46.

(The Webster Tube's lighting system is unique and it will provide better visibility for drivers.)

Medical Aspects

Symposium on the Medical Aspects of Traffic Safety and Related Injuries. Edited by George J. Curry. *American Journal of Surgery,* Oct., 1959, p.517-583.

The articles listed below comprise the symposium which covers all facets of the medical aspects of traffic safety. Each article is written by a specialist in his field.

An Ounce of Prevention, A Pound of Cure. Paul R. Hawley.

The Medical and Civic Responsibilities of the Physician in the Prevention of Automobile Injuries and Deaths. Fletcher D. Woodward.

The Responsibility of the Medical Profession to the Victim of the Automobile Accident. Preston A. Wade.

The Ambulance. George J. Curry and Sidney N. Lyttle.

Transportation of the Injured. Oscar P. Hampton.

Preliminary Management of Traffic Casualties. Harrison L. McLaughlin.

Emergency-Room Service in Hospitals. John H. Schneewind and Warren H. Cole.

What Is the Profit in Driver Education? Harold W. Woughter.

Taking the Trauma Out of Traffic. Anthony G. DeLorenzo.

Our Traumatized Society. Ralph Kuhli.

The Teaching of Trauma in Medical Schools. Charles G. Johnston.

Cripples Don't Creep Anymore. James K. Stack.

The Armed Forces Fights Injury Everywhere. Joseph R. Schaeffer.

The Patient, the Attendants and the Externals in Traffic Hazards. W. Donald Ross and Frank H. Mayfield.

Trauma and "Joint Action." I. S. Ravdin.

Research

Proposal for a Multistate Accident Research Program. 1959, 42pp. Dunlap and Associates, Inc., 429 Atlantic St., Stanford, Conn.

To Page 47

NEW... SAFETY EQUIPMENT

Publication of product announcements in this section should not be construed as endorsement or approval by the National Safety Council.

Stop-And-Go Recorder

This recorder permanently and accurately records driving and stopping time. It has been developed for short-haul carriers for checking against log sheets and for local service and delivery operations.

The Stop-And-Go Recorder is designed for quick and easy installation on any type of vehicle as it requires no electrical or mechanical connections. It is bolted to any convenient vertical surface.

Several models are available, including one-day and eight-day models in both 12 and 24 hour periods. Each period of recording on the eight-day model is a full 360° of the chart. One of the features on all of the Recorders is a clock on the face of the instrument that can easily be read by the driver.

Argo Instruments Corp., 613 W. 46th St., New York 36, N. Y. (Item 41)

Pressure Sensitive Highway Markers

This tough, vinyl-type material with pressure sensitive backing can be easily applied for highway and floor marking.

Called Mactac, the material can be applied by one person, without brushes, tools or special machines and vehicles can cross the markers as soon as they are put down. No barricades or drying time are necessary. Traffic serves to stick Mactac tighter to the pavement, and the color durability is said to be outstanding.

The product becomes a part of the pavement and avoids snow plow and vehicle scuffing. It is made in bright white or yellow, and is available for use by municipalities, factories, etc., in standard rectangular strips, sheets or rolls.

Morgan Adhesives Co., Mactac Div., 4560 Darrow Rd., Stow, Ohio (Item 42)

Safety Rainwear

A new lightweight raincoat made of 100 per cent DuPont Nylon is 100 per cent waterproof, and weighs only 1½ lbs. It is available in a brilliant fluorescent orange color which glows when exposed to ultraviolet rays. The officer wearing such a coat can be readily seen while directing traffic on dark rainy days or nights. Such a color has been shown to be more visable than yellow or white.

The trade name of the coat is Nylolite. The coat folds into a combination cap-cover carrying case, about the size of a book. When not in use as a carrying case, it then becomes a waterproof cap cover which provides additional safety. The coat can be washed in a mild soap or spots removed with a damp cloth.

Blauer Mfg. Co., Inc., 169 Bridge St., Cambridge 41, Mass. (Item 43)

Safety Signal Stick

The "Safety Signal Stick" is intended as an addition to safe motoring equipment, and provides protection from rear-end collisions. The stick does not require batteries or chemicals. It is packaged in a tube, and is a sturdy metal cylinder with four metal legs that drop from the tube into position to form a stand. The stick may also be used as a hand signal to flag down assistance.

The red-and-white striped fluorescent finish is clearly reflected by on-coming headlights as far away as 400 feet. The Stick weighs approximately one pound and can withstand winds up to 55 m.p.h. It cuts down hazards of rear-end collisions and also may be used by police and fire departments, public utilities, and contractors.

Safety Signal Sales Co., 15 Hinchley Rd., Waban 68, Mass. (Item 44)

News Items

American Safety Equipment Corp.

This company, with offices located in New York City and Rochester, New York, will market safety devices in all fields. The company has been appointed as the sole licensee for Hickok Automotive Safety Belts. Hickok will continue to manufacture the belts to meet S. A. E. governmental specifications and all state standards. Kenneth Krasnow is the president of ASEC.

Traffic Signals, Inc.

Effective January 1, 1960, the new corporate name of Southern Signals, Inc. became Traffic Signals, Inc.

The Shreveport, Louisiana company manufactures and nationally distributes a full line of traffic controls, including signal controls, for isolated, interconnected, remote, vehicle or pedestrian actuated application; signal heads, fixed face and adjustable; beacons; and flasher controls. The company also conducts seminars for state and municipal officials.

SAFETY PRODUCT LITERATURE

Brake Products

The Parts and Accessories Division of Wagner Electric Corporation has made available two new automotive brake product catalogs. The Wagner Lockheed AU-500 wholesaler catalog and the AU-1 dealer catalog have been expanded to include power brake repair kits and many other additions and changes in the Wagner Lockheed line. New type-faces and edge-marked index add to the quick reference advantages of these catalogs. Wagner Electric Corp., 6400 Plymouth Ave., St. Louis 33, Mo.

For more details circle No. 81 on enclosed return postal card.

Transistorized Two-Way Radio

Now available from General Electric Communication Products Department, Lynchburg, Va., is Bulletin ECR-666 on G-E's new Transistorized Progress Line two-way radio equipment. The publication describes how small size (8½ inches wide, 12 inches long and four inches high) makes possible a wide variety of positions in which the equipment may be mounted in cars and trucks. Charts are included showing how the car's battery can be saved due to the low power required by the new TPL unit which uses only 0.04 amperes on "standby" (with the engine off, ready to receive a call at full volume). This is less drain, the manufacturer points out, than the power required by a typical automobile clock, which runs continuously.

For more details circle No. 82 on enclosed return postal card.

Fluorescent Safety Paint

The Lawter Chemicals, Inc., 3552 Touhy Ave., Chicago 45, Ill., have made available a color brochure on HI-VIZ fluorescent colors that make street signs, waste containers, fire hydrants, warning barricades, emergency vehicles, etc., 4 times brighter.

For more details circle No. 83 on enclosed return postal card.

A Scooter for Municipal Use

A recent addition to the motor scooter market, the highly maneuverable, well-balanced 2-wheel Topper offers high fuel economy—up to 100 miles per gallon. It lends itself nicely to parking meter service and other municipal chores, and offers both comfort and safety to the operator. Literature gives full details. Harley-Davidson Motor Co., Milwaukee 1, Wis.

For more details circle No. 84 on enclosed return postal card.

Transistorized Hazard Warning Light

A new line of transistorized flasher safety lights feature a 2-way 7-inch lens unit, known as Model HD-2-7T, said to include a special high intensity bulb that can be seen over one mile in both directions. It provides more than 70 flashes per minute. Bulletin L-912-A gives full details. R. D. Fageol Co., Kent, Ohio.

For more details circle No. 85 on enclosed return postal card.

Police Car Catalog

There's much that's new in the '60 Plymouth Patroller 6, Patroller Special 8 and Pursuit Special 8. For the full story that will detail the more durable 3-speed manual transmission, faster, total-contact brakes, "dura-quiet unibody construction," etc., write for the Plymouth Police Car Catalog. Plymouth Motors Corp., 6334 Lynch Road, Detroit, Mich.

For more details circle No. 86 on enclosed return postal card.

Snow Removal Trucks

Models ranging from 26,000 to 55,000 pounds GVW, designed to fit V-type, one-way blades and rotaries, and offered with both single and double reduction axles are introduced in "40 New Special Snowplow Models," a new illustrated brochure available from FWD Corp., Clintonville, Wis. The trucks can be used year 'round for hauling, grading, powering other units, or as rugged derrick units.

For more details circle No. 87 on enclosed return postal card.

Ice Control Information

There are many ways to combat ice and snow and to keep pavements bare and safe in winter. One way is to use calcium chloride, alone or mixed with salt. For details and facts on ice control, write Solvay Process Div., Allied Chemicals, 61 Broadway, New York 6, N. Y.

For more details circle No. 88 on enclosed return postal card.

Ice Control Equipment

Bulletin A-408-B illustrates and describes those construction features of the Baughman salt, sand and cinder spreaders that assure long life, low cost performance and operating efficiency. Baughman Mfg. Co., 216 Shipman Rd., Jerseyville, Ill.

For more details circle No. 89 on enclosed return postal card.

New Cold-Flow Thermoplastic Pavement Marking

Bulletin PX-56 shows the numerous uses of Plastix "SD", reflectorized permanent-type pavement marker with improved tensile strength and non-buckling flexibility. Available in reels, strips, blocks or precut legends, it molds to the pavement contour immediately, becoming an integral part of the surface through traffic pressure. Prismo Safety Corp., Huntington, Pa.

For more details circle No. 90 on enclosed return postal card.

Clamp-On Traffic Sign Faces

These reflectorized traffic-sign faces, "EZ-On" right over present signs. They are made in 24" and 30" sizes, and are available in octagon or diamond shape, and in yellow and black or red and white. Lower in both initial and maintenance cost than ordinary signs, they meet every traffic need. Descriptive booklet gives full details. Grace Sign and Mfg. Co., 3601 S. 2nd St., St. Louis 18, Mo.

For more details circle No. 91 on enclosed return postal card.

Controls Traffic At A Profit

These rugged, carefully engineered manual parking meters have only six moving parts, giving continuous service in all seasons and weather, and can be set for any number of hours and coin combinations. For their complete story and that of a new Security Collection System, write MI-CO Parking Meters, P. O. Box 668, Covington, Ky.

For more details circle No. 92 on enclosed return postal card.

2-Way Radio

Smallest, lightest portable 2-way radio is the way illustrated literature describes the 8-watt output transistorized Motorola "Handie-Talkie," recommended for its reliability and as an aid to faster fire fighting. Motorola Communications and Electronics, Inc., 4501 Augusta Blvd., Chicago 51, Ill.

For more details circle No. 93 on enclosed return postal card.

Facts On Ice and Snow Removal

A free book on this subject discusses an effective clean and economical way to keep streets, freeways and tollroads safer in winter. A copy can be obtained from Morton Salt Co., Industrial Div., 110 N. Wacker Drive, Chicago 6, Ill.

For more details circle No. 94 on enclosed return postal card.

Reflective Traffic Markings

White or yellow, Catatherm reflective plastic pavement striping can be hot extruded directly and securely onto any pavement, and is said to outlast paint stripes 9 to 26 times. Literature gives full details. Cataphote Corp., Toledo 10, Ohio.

For more details circle No. 95 on enclosed return postal card.

Highway Signs

Traffic and safety signs of every description—stop, speed limit, parking, directional, barricade, flashers, warnings—are the subject of a new folder released by Eastern Metal of Elmira, Inc., 121 Harrison St., Elmira Heights, N. Y., which makes a complete line of reflectorized aluminum and steel traffic and safety aids.

For more details circle No. 96 on enclosed return postal card.

Safety Library

From Page 44

(This proposed program provides unique opportunities for collection of data on a wide scale and for the experimental testing of specially-designed accident counter measures. It suggests that best results come from combined support of several states, supplemented by other agencies.)

Speed

Speed Study—New Mexico Rural Interstate Highways, 1959. State Highway Dept. in cooperation with U. S. Bureau of Public Roads, Nov., 1959, 11pp. New Mexico State Highway Department Bldg., 1120 Cerrillos Road, Santa Fe, New Mexico.

ADDRESSES OF MAGAZINES MENTIONED

The American Journal of Surgery
11 East 36th St.
New York 16, N. Y.

Automotive Safety
320 New Center Bldg.
Detroit 2, Mich.

Better Roads
173 W. Madison St.
Chicago, Ill.

California Highways & Public Works
P.O. Box 1499
Sacramento 7, Calif.

Fleet Owner
330 W. 42nd St.
New York, N. Y.

Taxicab Industry/Auto Rental News
200 W. 57th St.
New York 19, N. Y.

Traffic Digest & Review
Northwestern University
1804 Hinman Ave.
Evanston, Ill.

Book Review

Organizing for Traffic Safety in Your Community, by Walter D. Ladd. Published by Charles C. Thomas, Bannerstone House, 301-327 East Lawrence Ave., Springfield, Ill., 1959, $7.75.

Considering the fact that there are more than 100 state and local safety councils operating under the management of full-time executive directors in the United States, and that some of these councils have been in existence as long as the National Safety Council itself, there has been a remarkable dearth of published material on the organization and effective operation of citizen's safety councils.

Walter Ladd, manager of the St. Joseph (Mo.) Safety Council, in his recently published book provides a guide which should be on the compulsory reading list of all persons participating in organized community safety or interested in the development of an effective community organization for the prevention of accidents.

The need for such a guide is apparent from the fact that in addition to the thousands of volunteer board and committee members associated with state and local safety organizations able to employ qualified managers, there are many thousands more active in the affairs of some 500 safety councils operated entirely by volunteers in the smaller communities of the nation.

Ladd provides a brief but fascinating history of land transportation and then launches immediately into the complexities of today's traffic problem and what is needed to bring the problem under control. What needs to be done in the states and communities has been known since 1946, he asserts. At that time the Action Program of the President's Highway Safety Conference set forth a realistic blueprint for traffic management and safety based on years of experience, research and experimentation. But, in the years between 1946 and 1954, the extent to which the Action Program was applied was disappointing.

The reason for this lag, Ladd submits, was that the Action Program is primarily a formula for official action, including standards for enforcement, engineering and motor vehicle administration, for example, and, "From a practical standpoint, an official can go only so far in such activities as public opinion will permit and support. If he outruns public opinion too far, his job is in jeopardy. If his position is elective, it may be the next election when he feels the voters' disapproval. If he is an appointee, he can act only until his boss feels the pressure of unfavorable public opinion."

Thus, the major task of the community safety council is to provide organized backing for needed official action—to develop an informed public opinion in support of necessary measures. Informed public opinion is the "missing link" in the traffic safety program, Ladd says—and his book should go a long way toward correcting this situation if it is read by enough of the right people.

General G. C. Stewart, executive vice president of the National Safety Council, has written a Foreword in the book and in this he has said,

"The author of this book is an experienced and successful manager of a community safety council.

"Through the medium of this book he has made available the wisdom and

For Every Need . . . Every Budget!
MAKE YOUR OWN CHOICE!
There are complete lines of Carpenter Emergency Lights for all basic needs . . . the widest choice of powerful, dependable, durable lights available.
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judgment he developed in the hard school of experience. He has done it simply, clearly and without literary flourishes.

"Anyone interested in forming, developing or participating in an effective community organization dedicated to the prevention of accidents will find this book a gold mine of information on what can be done and what can't be done.

"Walter Ladd speaks practically instead of theoretically, realistically instead of imaginatively.

"I have learned a lot by reading this book, and believe you will, too. I wish every citizen of the United States, in private or public capacity, who is concerned over the accident problem could read the pages that follow."

The St. Joseph Safety Council has one of the outstanding records of accomplishment in the nation under his management, but Walter Ladd's experience has not been entirely in the field of community safety organization. At one time he was managing editor of the *St. Joseph Gazette*, a newspaper which at one time also employed Eugene Field. This may account in part for the clarity of his exposition.

—Noble Dutton, Assistant Manager
NSC Field Service Department

Film Contest Opens

Entries are being received for the 1960 contest of the National Committee on Films for Safety in the fields of occupational, home, traffic and transportation, and general safety.

This 17th annual competition is for motion pictures and soundslide films produced or released during 1959. Deadline for receipt of entries is February 15, 1960.

There is no charge for entering the contest. For entry blanks and other information, contact William Englander, Secretary, National Committee on Films for Safety, 5th floor, 425 N. Michigan Ave., Chicago 11, Illinois.

THE "EYES" HAVE IT . . . .

Here is an aid that has proven practical in teaching visually the principles of safety. It's simple, effective and works wonders in teaching your drivers.

The MAGNO SAF-T BOARD is the result of studies by outstanding safety instructors and engineers. Safety directors, traffic managers, driving instructors, insurance agents and adjusters get a clear picture of how accidents occurred visually by reconstruction of conditions.

It is now being used from coast to coast by fleet owners, insurance and public utility companies, colleges and schools, and many other concerns interested in public safety. Consisting of a BOARD with typical street intersections on one side. The other side is a BLACKBOARD on which any street or road situation can be drawn with chalk and then erased. It has scale models of vehicles, traffic markers and accessories that can be placed in any conceivable traffic situation.

Write for our folder. It contains full information.

MAGNO SAF-T BOARD© **EMIGSVILLE, PA.**

Circle Item No. 7—Reader Service Card

Traffic Courts

From Page 13

of a young man who is being groomed for greater political things.

People can always find reasons to oppose change, even when it is thoroughly established that a change would benefit everybody.

Not long ago, Dade County, Fla., expanded its metropolitan traffic courts and adopted court procedures recommended by the American Bar Association. This action created so much controversy that a grand jury was summoned to conduct a complete and impartial investigation of the change.

Praised by Grand Jury

The grand jury report was dated July 23, 1959. It was favorable to the change. The jury found that the new court procedure was producing results, and made a special note of the fact that there were no traffic fatalities in Dade County during the Fourth of July weekend that year.

The jury called the change a "progressive step" and found that it worked to make the courts corrective and educational rather than "revenue raising."

Up to now, I have been talking about the traffic safety problem largely in terms of what we can do to upgrade our traffic courts.

The other end of the problem is the citizen himself.

I think it could be said that if every one of us is going to be caught for a moving violation about four times in the course of a 40-year driving career we ought to welcome the upgrading of our courts.

Where to Start

As a first step, we can at least visit traffic courts in our home communities as inquiring citizens to see what they are all about. People used to make a great thing out of court day in the county seat. Almost everybody attended. The farmer turned his work horses out to pasture and took the buggy into town. Business houses closed up during court hours.

This was evidence of an abiding interest in the judicial process—but we seem to have grown away from it.

Perhaps television could fill that gap

with more scenes of actual courts in operation. The popularity of dramatic scripts with a courtroom setting—such as employed in the "Perry Mason" and "Mr. District Attorney" shows and some others—would suggest that a substantial audience might be recruited.

Those of you who are directly concerned with the problem of upgrading our traffic courts are aware, of course, that without citizen support your best efforts have scant chance of success.

You know, too, that this support cannot be won entirely, or even for the most part, by merely trying to educate the public—or scare the public. It is the sort of undertaking that calls for the leadership element in each community to take a positive hand.

Often, we find that leadership element in our local, county, regional, and state chambers of commerce. Every chamber of commerce is concerned with all factors of community life—including the community attitude toward law and order, right on down to the most minor traffic accident.

The doors of legislative committees are not closed to chamber representatives. In our agricultural states we find a growing alliance of the urban and the rural businessman, and I mention that because so many of our legislatures are dominated by representatives from the rural districts.

In all my observation of chamber of commerce movement I have never heard of a single chamber which denied its help to a good cause—for the greater good of all.

Whether we like it or not, we here in America have been cast in the role of pace-setters for the rest of the world. We must be sure that our reputation of respect for law and order is maintained and constantly improved. We cannot afford cobwebbed corners in the structure of our judicial system. We are judged by those corners. We cannot afford a destructive pattern of automobile accidents. We cannot afford to be known as a reckless people.

This is why I regard this problem as one of great importance. If we can find ways and means to increase our national respect for judicial procedure by building respect for those laws which cover the most minor offenses we will have gone a long way toward the creation of respect for law in general—and our national viewpoint will be heeded—where it is needed most.

Short Courses

From Page 37

May 23-27—Accident Investigation Course—School of Police Administration and Public Safety, Michigan State University, East Lansing, Mich.

June 6-10—Fundamentals of Traffic Engineering and Police Traffic Regulation—School of Police Administration and Public Safety, Michigan State University, East Lansing, Mich.

June 6-10—Motor Fleet Supervision —Northwestern University Traffic Institute, Evanston, Ill.

June 6-17—Traffic Law Enforcement —Northeastern University, Boston, Mass.

June 9-10 — Seminar for Chiefs — Northwestern University Traffic Institute, Evanston, Ill.

June 23-24 — Northwestern Region In-Service Training Conference for Graduates of TPA Training Program and Their Chiefs—Victoria, B. C., Canada.

A Pedestrian's Prayer

When we leave our homes, dear Lord, on business or pleasure bent, help us to remember as we cross the busy streets, to watch for lights "caution—green or red" so that in crossing we do not add to the tensions of drivers of cars or trucks by our careless thoughtlessness.

Safety works both ways, each one responsible, he who walks and he who drives. Grant us Thy grace, O Lord, to remember this.

Amen.

(Mrs. Minerva Wright Rockwell
Connecticut Daughters of the American Revolution)

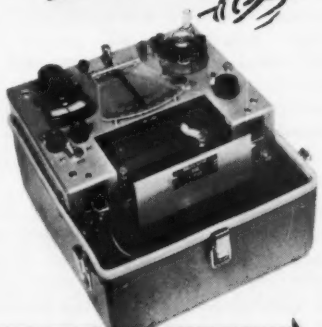
The BORKENSTEIN BREATHALYZER

puts law instead of liquor in the driver's seat!

Scofflaws, or their attorneys, cannot flout the testimony of the BORKENSTEIN BREATHALYZER. This instrument is quick, accurate and foolproof, providing a permanent, unalterable record—with fingerprint—for documentary evidence in court. It is an infallible means of conviction—or exoneration—in suspected "under-the-influence" cases.

The BREATHALYZER was designed by an internationally known authority on chemical breath testing, Professor Robert F. Borkenstein, Chairman of the Department of Police Administration, Indiana University—formerly Director of the Indiana State Police Laboratory.

The unit is easy and inexpensive to operate, requires little maintenance, and its simple principle and design are readily understood when explained in a court room.



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Circle Item No. 9—Reader Service Card

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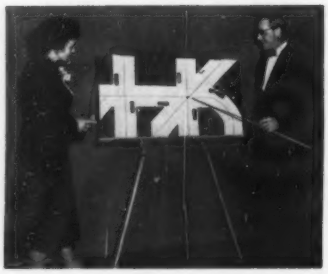

Board consists of (3) interchangeable sections—14" x 22" each—Enables you to simulate various intersections. Back has replica of 4 lane highway and blackboard surface for special situations.

World-wide acceptance by driver education instructors, insurance adjusters, lawyers, magistrates and safety engineers.

Scale model vehicles and traffic equipment supplied.

For details write

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Use 100% reflective bicycle licenses. Self sticking, permanent - visible ¼ mile at night. Red, yellow, silver. 8¢ each in lots of 1000. Quotations on larger or smaller quantities. N.C.R. (no carbon required) bicycle registration forms available.

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Circle Item No. 10—Reader Service Card

Rural Programs

From Page 25

Cooper approved. McDonough talked. Result: half the boys in the class of 22 attended his first club meeting and went on to finish the project. "I was overwhelmed with the reception," he said.

School principal Cooper was pleased too. "Boys of that age are interested in automobiles from the standpoint of construction as well as operation, and the emphasis on care, maintenance and safety, we believe, take care of a very definite need."

Raymond C. Firestone, president of the Firestone Tire and Rubber Co., which sponsors the program, pointed out recently that only about 44 per cent of the estimated two million youths who reach driving age each year receive driver education in high school. "We are particularly hopeful," he said, "that this program will help reduce the high incidence of fatal accidents among our young drivers."

As an incentive to young people, the Firestone Co. has contributed awards which will be offered to 4-H members in the 50 states and Puerto Rico for their work in the Automotive Project.

The highest awards are six $400 college scholarships for the national winners. The young person submitting the best automotive record in each state wins a trip to the National 4-H Club Congress in Chicago. Key chains will go to the individual county winners and a traveling trophy to the county reporting the most outstanding 4-H automotive program in each state.

The scope of the program is important.

An estimated 400,000 older club members are presently eligible for the program, and 200,000 more members attain eligibility each year. In addition, young people's interest in learning more about automobiles —their operation, care and maintenance as well as highway safety—is expected to attract an increased number of older 4-H members, says Norman C. Mindrum, director of the National Committee on Boys and Girls Club Work.

As he pledged the full support of the National Safety Council on behalf of the 4-H program, Howard Pyle, NSC president, observed, "Believing as we do that the headquarters of the nationwide war on all accidents is in the American home and that the supreme command in that war is the family circle, we naturally regard the 4-H project as a most significant contribution to traffic safety in America."

ADVERTISER'S INDEX

Carpenter Mfg. Co. 47
Carsten Products 50
Flex-O Lite Mfg. Corp. ..... I.F.C.
Graubards, Inc. 44
Harley-Davidson Motor Co. 3
Magno Saf-T-Board 48
National Safety Council ..... I.B.C.-B.C.
Rockwell Mfg. Co. 4-5
Sales Aid Co. 50
Stephenson Corp. 49
Wagner Electric Corp. 6
West Side Iron Works 6

Worcester Tests

From Page 17

officer takes the instrument to Dr. Bergen at the Worcester Foundation for Experimental Biology, where it is thoroughly checked for proper operating functions. The program also calls for a log book to be maintained in which all tests and checks for operation are kept for the record.

A good program of chemical tests for alcoholic influence is an indication of conscientious and progressive police work, but it requires a determined effort on the part of all concerned to be effective and function smoothly. These facts, including those mentioned in the above paragraphs, are the essential elements to be considered by a community in planning a chemical test program.

Use the READER SERVICE POSTCARDS

- **to obtain information on advertised products**
- **to obtain material on new products and literature**
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Here's how to use card #2—the first set of numbers is keyed to products advertised throughout the magazine, the second set to items shown in the New Product section and the third set to the Safety Products Literature section. Simply circle the number of any item in which you're interested and we'll ask the manufacturer to send you full information without obligation. No postage is required when the card is mailed in the United States.

Advertised Products

—are included for your benefit to help you solve accident problems. To get full information on a product in which you are especially interested, circle the corresponding page number on the Reader Service Postcard.

New Safety Equipment

—shown in the special section, has been carefully reviewed. Only new products or newsworthy improvements in existing equipment are considered eligible for inclusion in this listing.

Safety Product Literature

—are catalogs, brochures, spec sheets and booklets describing equipment and services to help you solve your traffic safety problems. You can build a valuable reference file with these free publications.

IMPORTANT—Be sure to fill in your name, organization and address in the space provided on this side of the post card.

1

FEBRUARY, 1960

Prices are subject to a 10% discount to National Safety Council Members

	1	2 TO 9	10 TO 99	100 TO 999
Subscription (12 issues) ea.....	$4.50	$4.00	$3.50	$2.80

(Add $.70 per subscription for foreign except Canada and Pan American Union)

U.S. GOVERNMENT INSTALLATIONS NOTE—This item has been approved for purchase by the Federal Supply Service. DO NOT USE THIS ORDER FORM. Refer to "Price list of N.S.C. Materials to U.S. Government Agencies."

Send _____ subscriptions to Traffic Safety (311.01)

In ordering subscriptions for members of your staff attach separate sheet showing names and addresses so that we can send their magazine directly to them each month, without delay.

All prices shown are based on a single order for delivery in one shipment to one destination (one shipment per month on annual subscriptions). Quantities are not cumulative over a period of time, or for a number of locations, to obtain quantity prices.

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